# **NACOmatic**

Effective: 21-Oct-2010 Expires: 18-Nov-2010



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NAME



21 OCT 2010 to 18 NOV 2010

#### INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

### IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR  ALBANY MUNI VOR/DME or GPS-A  NA except for operators with approved weather reporting service.
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.
ASTORIA, OR ASTORIA RGNLRNAV (GPS) Rwy 26 <sup>12</sup> VOR Rwy 8 <sup>3</sup> <sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR AURORA STATE
BAKER, MT BAKER MUNINDB Rwy 131

ASTORIA, OR
ASTORIA RGNL RNAV (GPS) Rwy 2612 VOR Rwy 83
<sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR
AURORA STATELOC Rwy 17 <sup>1</sup> RNAV (GPS) Rwy 17 <sup>23</sup> RNAV (GPS) Rwy 35 <sup>2</sup>
¹Category D, 800-2¼. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
BAKER, MT BAKER MUNINDB Rwy 131
NDB Rwy 31 <sup>2</sup> ¹Categories A,B, 1100-2; Categories C,D, 1100-3.

2Categories A,B, 1000-2; Category C, 1000-23/4;

BAKER CITY MUNI ...... RNAV (GPS) Rwy 1312

NAME ALTE BELLINGHAM, WA BELLINGHAM INTL NA when local weather no	RNAV (GPS) Rwy 16
BIG PINEY, WY MILEY MEMORIAL FIELD Category D, 800-21/4.	VOR Rwy 31
	NAV (GPS) Rwy 10L <sup>2</sup> NAV (GPS) Rwy 28R <sup>3</sup> -2 <sup>1</sup> / <sub>4</sub> .
BOISE, ID BOISE AIR TERMINAL(GO FIELD)RN	

BOISE AIR TERMINAL(GOWEN
FIELD) LOC BC Rwy 28L
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT	
<b>GALLATIN FIELD</b>	RNAV (GPS)-A1
	VOR Rwy 12 <sup>2</sup>
<sup>1</sup> Categories A, B, 1900-3.	1900-2; Categories C, D,
<sup>2</sup> Categories A. B.	900-2: Category C. 900-23/4:

## BREMERTON, WA

Category D, 900-3.

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available. 1Categories A,B, 1200-2; Categories C,D, 1200-3.



**ALTERNATE MINS** 

<sup>4</sup>NA when control zone not in effect.

<sup>1</sup>NA when local weather not available.

3Categories A,B, 1900-2; Categories C,D,

Category D, 1000-3.

<sup>2</sup>Category D, 900-23/4.

**BAKER CITY, OR** 

1900-3.

VOR-A13

VOR/DME Rwy 1324





ALTERNATE MINIMUMS RNAV (GPS) Rwy 31 <sup>1</sup>
VOR/DMÉ Rwy 31 <sup>2</sup> er not available.
; Category D, 800-2½.
VOR-A
VOR/DME-B er not received.
INT VERNON, WA
NDB Rwy 101
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
er not available. 0-2; Categories C,D,
VOR Rwy 30 0-2; Categories C,D,
ILS Y Rwy 15 <sup>1</sup> LOC/DME Rwy 15 <sup>2</sup> RNAV (GPS) Y Rwy 15 <sup>3</sup>
V (GPS) Z Rwy 15,1200-2
VOR or GPS-B.1400-3
OR/DME or GPS-A.3000-3
1200-4.
0-2; Categories C,D,
0-2; Categories C,D,

## 

	<del></del>
NAME CHEYENNE, WY	ALTERNATE MINIMUMS
CHEYENNE RGNL/	JERRY OLSON
	ILS or LOC Rwy 27 <sup>1</sup>
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NDB Rwy 271
	RNAV (GPS) Rwy 9 <sup>2</sup>
	RNAV (GPS) Rwy 13 <sup>2</sup>
	RNAV (GPS) Rwy 31 <sup>2</sup>
<sup>1</sup> NA when control to	, , ,
<sup>2</sup> NA when local we	ather not available.
CODY, WY	
,	
YELLOWSTONE	
REGIONAL	RNAV (GPS) Rwy 221
	VOR or GPS-A <sup>2</sup>
0 , ,	21/4; Category D, 200-23/4.
<sup>2</sup> Category D, 900-3	3.
COEUR D'ALENE	, ID
COEUR D'ALENE-F	PAPPY
BOYINGTON FIELD	ILS or LOC/DME Rwy 5

NDB Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

DEER PARK, WA

DEER PARK ....... RNAV (GPS) Rwy 34

NA when local weather not available.

DILLON, MT

DILLON .......VOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ......VOR Rwy 29 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ......RNAV (GPS)-A

Categories A, B, 1100-2.

NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ................................ RNAV (GPS) Rwy 25¹

RNAV (GPS) Rwy 29

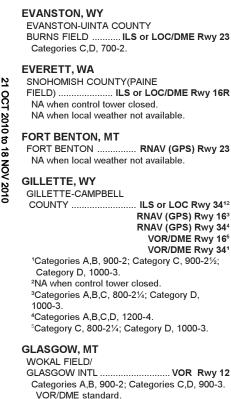
VOR-B²

NA when local weather not available. Category D, 800-21/4.

<sup>2</sup>Category A, 1500-2.







ALTERNATE MINS

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. <sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4; Category D, 1300-3.

FIELD .....ILS or LOC/DME Rwy 16R1

EPHRATA MUNI ..... RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L<sup>1</sup> RNAV (GPS) Rwy 34R<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup> VOR/DME Rwy 3<sup>1</sup> VOR Rwy 21<sup>1</sup>

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

<sup>1</sup>Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

### HAVRE, MT

HAVRE CITY-COUNTY ......VOR Rwy 26 Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ..... ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 <sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. <sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

## HOQUIAM, WA

21 OCT 2010 to 18 NOV 2010

BOWERMAN ..... RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-23/4; Category D, 900-3.

#### IDAHO FALLS, ID

IDAHO FALLS RGNL ...... ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

<sup>1</sup>ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

<sup>2</sup>Category E, 800-21/2.

<sup>3</sup>NA when local weather not available.

#### JACKSON, WY

JACKSON HOLE .....RNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

<sup>1</sup>Categories A,B, 1200-2; Categories C,D, 1200-3. <sup>2</sup>Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY ...... RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. <sup>1</sup>Categories A, B, 1300-2; Categories C, D,

1300-3.

### JOHN DAY, OR

**GRANT COUNTY RGNL/** OGILVIE FIELD ..... RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

### KALISPELL, MT

GLACIER PARK INTL .....ILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

<sup>1</sup>ILS, Categories C, D, 700-2. <sup>2</sup>NA when local weather not available.

#### KELSO, WA

SOUTHWEST

WASHINGTON RGNL ..... RNAV (GPS) Rwy 12 Categories A, B, 900-2.

#### KLAMATH FALLS. OR

KLAMATH FALLS .... ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 <sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. <sup>4</sup>Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

### LAKEVIEW, OR

LAKE COUNTY ...... VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



### ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 <sup>2</sup>
	RNAV (RNP) Z Rwy 12 <sup>2</sup>
	RNAV (RNP) Z Rwy 26 <sup>2</sup>
	VOR Rwy 8 <sup>3</sup>
	VOR Rwy 261
¹Category D, 800-21/4	

<sup>2</sup>NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

### LEWISTOWN. MT

LEWISTOWN MUNI ...... RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

#### LIVINGSTON, MT

MISSION FIELD ...... VOR/DME-B1 VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

#### MC CALL, ID

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MC CALL MUNI ..... RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

#### MC MINNVILE, OR

MC MINNVILLE MUNI ...... ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

#### NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwv 1412

LOC/DME BC-B<sup>23</sup> RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 <sup>1</sup>ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. <sup>2</sup>NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

#### MISSOULA. MT

MISSOULA INTL .....ILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

#### MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R<sup>2</sup> RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L<sup>2</sup> VOR -3 Rwy 14L<sup>2</sup> VOR Rwy 22<sup>2</sup> VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.









234		
NA except for opera reporting service.	ALTERNATE MINIMUMSVOR or GPS Rwy 31 ttors with approved weather 0-2;Categories C,D, 900-3.	NAME PENDLETO EASTERN O PENDLETO
NORTH BEND, OR SOUTHWEST OREC RGNL		NA when I
	VOR-A <sup>3</sup> VOR/DME-B <sup>2</sup> VOR/DME Rwy 4 <sup>4</sup>	PINEDALE PINEDALE/ FIELD
21/4; Category D, 1 900-21/4; Category 2Category C, 900-21	B, 800-2; Category C, 900- 100-3. LOC, Category C, D,1100-3. 4; Category D, 1100-3. 200-2; Categories C, D,	NA when I  1Category 2Category
⁴Categories C, D, 10		POCATELL POCATELL
NA when local weat	RNAV (GPS) Rwy 7	<sup>1</sup> NA when <sup>2</sup> NA when
OLYMPIA, WA OLYMPIA RGNL	ILS or LOC Rwy 17 <sup>123</sup> RNAV (GPS) Rwy 17 <sup>2</sup> RNAV (GPS) Rwy 35 <sup>2</sup> VOR-A <sup>24</sup> VOR/DME Rwy 35 <sup>2</sup>	PORT ANG WILLIAM R FAIRCHILD
<sup>1</sup> ILS, Categories C, <sup>2</sup> NA when local wea <sup>3</sup> NA when control to <sup>4</sup> Category D, 800-21	D, 700-2. ther not available. wer closed.	NA when In 1000-3.
ONTARIO, OR ONTARIO MUNI  NA when local weat		
D4000 1444		

NAME PENDLETON, OR EASTERN OREGON PENDLETON	ALTERNATE MINIMUMS  RGNL AT ILS or LOC/DME Rwy 25¹ RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 29 VOR Rwy 7			
NA when local weather not available.  1ILS, NA when control tower closed.				
PINEDALE, WY PINEDALE/RALPH W FIELD  NA when local weath ¹Category C, 800-2½²Category D, 800-2½	RNAV (GPS) Rwy 11 <sup>2</sup> RNAV (GPS) Rwy 29 <sup>2</sup> ner not available. 4; Category D, 800-2½.			
POCATELLO, ID POCATELLO RGNL.   1NA when control zo 2NA when local weat				
DODT ANCEL EC V	MA.			

#### GELES, WA

D INTL .....ILS or LOC Rwy 8 RNAV (GPS) Rwy 81

RNAV (GPS) Rwy 26 local weather not available.

es A, B, 1000-2; Categories C, D,



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PASCO, WA



3Category D, 800-21/4.

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

TRI-CITIES ..... ILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30 M7



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## ALTERNATE MINS



ALIERNATE WIINS	
NAME ALTERNATE MINIMUMS  PORTLAND, OR  PORTLAND INTL	NAME ALTERNATE MINIMUMS  REDMOND, OR  ROBERTS FIELD
LOC, Category D, 1000-3; Category E, 1200-3.  *ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.  *Category D, 1000-3.  *NA when local weather not available.  *Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.  PORTLAND-HILLSBOROILS or LOC Rwy 12¹  RNAV (GPS) Rwy 12  RNAV (GPS) Rwy 30	RICHLAND, WA RICHLAND
NA when local weather not available.  'Categories A, B, 1500-2; Categories C, D, 1500-3.  PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.  PULLMAN/MOSCOW, WA PULLMAN/MOSCOW	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 VOR Rwy 10 VOR Rwy 28 NA when local weather not available.  ROSEBURG, OR ROSEBURG RGNLRNAV (GPS)-B NA when local weather not available.
MUNIRNAV (GPS) Rwy 5,800-21/4  RAWLINS, WY  RAWLINS MUNI/	Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.  SALEM, OR





MCNARY FIELD .....ILS or LOC Rwy 3112

<sup>1</sup>NA when local weather not available.

C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

<sup>2</sup>ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category

LOC/DME Rwy 313

RNAV (GPS) Rwy 3113

Category D, 900-234.

23/4; Category D, 1000-3.

HARVEY FIELD ..... RNAV (GPS) Rwy 221

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2;

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-

VOR/DME Rwy 22<sup>2</sup>



NAME SALMON, ID	ALTERNATE MINIMUMS	NAME SPOKANE, WA	ALTERNATE	MINIMUMS	
LEMHI COUNTY NA when local weath	ner not available. 00-2; Category C, 3000-3.	FELTS FIELD		/DME Rwy 21R <sup>1</sup> RNAV (GPS)-A <sup>2</sup> (GPS) Rwy 3L <sup>2</sup> VOR Rwy 3L <sup>34</sup>	
SCAPPOOSE, OR				ory C, 1000-2¾.	
SCAPPOOSE INDUS				ory C, 1000-2 <sup>3</sup> / <sub>4</sub> ;	
	VOR/DME or GPS-A Category C, 1000-23/4;	<b>3</b> , ,			
Category D 1300-3		<sup>3</sup> Categories A, B, 1000-2; Categories C, D, 1000-3.		Jones C, D,	
January 2 1000 0	Category D 1000-0.		<sup>4</sup> NA when local weather not available.		
SEATTLE, WA					
BOEING FIELD-KING		SPOKANE INTL			
INTL	ILS or LOC Rwy 31L <sup>1</sup> LOC/DME Rwy 13R <sup>2</sup>		RNA	V (GPS) Rwy 3 <sup>2</sup> VOR Rwy 3 <sup>3</sup>	
	RNAV (GPS) Y Rwy 13R3	<sup>1</sup> ILS, Category I			
	RNAV (RNP) Z Rwy 13R4	<sup>2</sup> Category D, 800-21/4.			
¹Category A, 800-2;		<sup>3</sup> Category E, 80	00-2½.		
Category C, 900-2½; Category D, 1000-3.  2Category B, 900-2; Category C, 900-2½;		TACOMA, WA			
Category D, 1000-3.		TACOMA NARROWSILS Rwy 171			
<sup>3</sup> Category B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ;		171001011111111111111111111111111111111		NDB Rwv 35 <sup>1</sup>	
Category D, 1000-3.		RNAV (GPS) Rwy 17 <sup>12</sup>			
<sup>4</sup> Categories A, B, C,	D, 800-21/4.		RNAV	(GPS) Rwy 35 <sup>23</sup>	
			ol tower closed.		
SHERIDAN, WY		<sup>2</sup> Category D, 80			
SHERIDAN		<sup>3</sup> NA when local	weather not ava	ilable.	
COUNTY	ILS or LOC/DME Rwy 32 RNAV (GPS) Rwv 14	THE DALLES,	ΩP		
	RNAV (GPS) RWy 14 RNAV (GPS) RWy 32	COLUMBIA GEO			
	VOR Rwy 14	THE DALLES M		RNAV (GPS)-A	
NA when local weath Category D, 800-21/4	ner not received.		, 1100-2; Catego		
SIDNEY, MT		TWIN FALLS, I	D		
	MUNI NDB Rwy 11	JOSLIN FIELD-N			
	NDB Rwy 19 <sup>2</sup>			or LOC Rwy 251	
	RNAV (GPS) Rwy 13			NDB Rwy 25	

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RNAV (GPS) Rwy 193

**ALTERNATE MINS** 

NA when local weather not available. <sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

3Category D, 800-21/4.

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25 VOR Rwy 7<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.





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## **ALTERNATE MINS**



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ...... ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 <sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available.

### WENATCHEE, WA

4Category D, 800-21/2.

**PANGBORN** 

MEMORIAL ..... ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

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### WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

#### WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16 Categories C,D, 800-21/2.

#### YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD .... ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12

> RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/2; Category D, 800-23/4.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

1100-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.





#### INSTRUMENT APPROACH PROCEDURE CHARTS

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### IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME AFTON, WY

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

**AFTON MUNI** 

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI DEPARTURE. **Rwy 34**, use AFTON DEPARTURE.

#### ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwy 16, turn right.
Rwy 34, turn left. All aircraft climb direct CVO VOR/
DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

#### ANACONDA, MT

**BOWMAN FIELD** 

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 17, std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. Rwy 22, NA-obstacles. Rwy 35, std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

## NAME TAKE-OFF MINIMUMS BOWMAN FIELD(CON'T)

Rwy17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: Rwy 17, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangars 750' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. Rwy 35, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

#### ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  $\overline{\Psi}$ 

### ARLINGTON, WA

#### **ARLINGTON MUNI**

TAKE-OFF MINIMUMS: Rwy 11, 600-2 or std. with a min. climb of 350' per NM to 700. Rwy 34, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 11, turn right.
Rwy 16, climb direct to WATONLOM. Rwys 29,34, turn
left. All aircraft climb direct to WATONLOM. Aircraft
departing WATONLOM on bearings 150° CW 200° and
bearings 260° CW 340° from WATONLOM continue
climb on course. Aircraft departing WATONLOM on
bearings 340° CW 150° from WATONLOM climb in
holding pattern (S, left turns, 339° inbound) to 4500 then
continue climb on course. Aircraft departing WATON
LOM on bearings 200° CW 260° from WATONLOM
climb in holding pattern (S, left turns, 339° inbound) to
1500 then continue climb on course.

#### ASTORIA, OR

#### ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwys 8,31, turn left.
Rwy 13, climb runway heading to 800 then climbing right
turn. Rwy 26, turn right. Aircraft departing
northwestbound climb via AST R-290 on course.
All other aircraft climb to 1500 or above via AST R-290
then left turn to AST VOR/DME and continue climbing
on course.

#### AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

#### AURORA, OR

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#### **AURORA STATE**

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwy17, multiple trees 31 'from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/29' MSL. Rwy 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

#### BAKER, MT

#### BAKER MUNI

NOTE: Rwy 13, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

#### BAKER CITY, OR

#### BAKER CITY MUNI

TAKE-OFF MINIMUMS: Rwy 8, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 250K). Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). Rwy 17, NA. Rwy 31, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Rwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000' per min. at 250K). DEPARTURE PROCEDURE: Rwy 8.13. turn left.

DEPARTURE PROCEDURE: Rwys 8,13, turn left. Rwys 26,31,35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

#### BELLINGHAM, WA

#### **BELLINGHAM INTL**

DEPARTURE PROCEDURE: Rwy 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: Rwy 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

#### BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)
DEPARTURE PROCEDURE: Use BEND
DEPARTURE.

#### **BIG PINEY, WY**

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.
DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via
BPI R-124. Rwy 31, climb to 10800 via BPI R-320
thence all aircraft climb on course.

10266

## $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### BILLINGS, MT

**BILLINGS LOGAN INTL (BIL)** 

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy10R**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy10L**, Climb heading 098° to 4600 before turning right.

NOTE: Rwy10L, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. Rwy25, airport security fence, abeam departure end of runway, 500' left

grount beginning 21 into meparature en dorf uniway, 450 right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

#### BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

#### BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI) AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

### BONNERS FERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20**, use KARPS
(RNAV) DEPARTURE.

#### **BOZEMAN,MT**

21 OCT 2010 to 18 NOV 2010

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwys 12, 30, use BOZEMAN DEPARTURE.

#### BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19**, Climb to 6000 direct CAN NDB, thence...

... Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: Rwy 1, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

#### **BUFFALO,WY**

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13,31,2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: Rwy 31,400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: Rwy 13, turn left. Rwy 31, climb straight ahead. All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: Rwy 13, climb straight ahead. Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

#### BURLEY, ID

BURLEY MUNI (BYI) AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 6, climbing left turn direct BYI VOR/ DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 20, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: Rwy 2, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL, Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/ 4161'MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/ 4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/ 4283' MSL. Rwy 6, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **V** 

10266

#### BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL, Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL, Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL Antenna 1630' from DER, 112' left of centerline, 58 AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

#### **BURLINGTON/MOUNT VERNON, WA**

SKAGIT RGNL (BVS)

21 OCT 2010 to 18 NOV 2010

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 340' per NM to 3600. Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwys 4,10,22, turn right heading 280°. Rwy 28, climb runway heading. All aircraft climb to 2500 then turn right direct BVS NDB

to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL

#### BURNS, OR

**BURNS MUNI** 

DEPARTURE PROCEDURE: Rwy 3, climbing right turn, thence... Rwy 12, climb to 4600 via heading 117°, thence... Rwys 21, 30, climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000. NOTE: Rwy 21, pole 820' from departure end of runway,

357' left of centerline, 20' AGL/4169' MSL.

#### BUTTE, MT

#### **BERT MOONEY**

TAKE-OFF MINIMUMS: Rwy 11, NA-obstacles. Rwy 15, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. Rwy 29, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. Rwy 33, std. w/min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 15, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...Rwy 29, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... Rwy 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621'MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

#### CALDWELL, ID

#### CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439'MSL.

#### CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR) AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwys 3,8,12, turn left. All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

10266

# $\overline{f v}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### CHEHALIS, WA

#### CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

#### CHEYENNE, WY

#### CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: Rwy 13, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. Rwy 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6216' MSL. Seginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

#### CODY, WY

21 OCT 2010 to 18 NOV 2010

#### YELLOWSTONE RGNL (COD) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. Rwy 22, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 4, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. Rwy 22, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: Rwy 4, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. Rwy 22, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

#### COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

#### COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV)
DEPARTURE. Rwy 24, use CONUK (RNAV)
DEPARTURE.

#### CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

#### CORVALLIS, OR

#### **CORVALLIS MUNI**

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, std. with a minclimb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 9, 17, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: Rwy 9, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

#### COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwys 9, 27, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10200

## $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

#### DEER PARK. WA

DEER PARK (DEW) AMDT 1 10098 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, 300-11/2 or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: Rwy 4, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. Rwy 16, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. Rwy 22, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. Rwy 34, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: Rwy 4, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/ 2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/ 2319' MSL. Rwy 16, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. Rwy 22, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. Rwy 34, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/ 2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

#### DILLON, MT

TAKE-OFF MINIMUMS: Rwvs 3.21. NA. DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

#### DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 300-2 or std. with a min. climb of 250' per NM to 5200. Rwy 23, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000

NOTE: Rwy 5, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132'MSL. Rwy 23, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

#### DRIGGS.ID

DRIGGS-REED MEMORIAL (DIJ) AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

#### EASTSOUND.WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, NA-Terrain, Rwv 34. 500-3 or std. w/min. climb of 224' per NM to 600 DEPARTURE PROCEDURE: Rwy 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: Rwy 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

#### ELLENSBURG. WA

**BOWERS FIELD** 

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or std. with a min. climb of 340' per NM to 7800. Rwy 29, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 7, 29, climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

#### EPHRATA. WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

#### EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: Rwys16L, 16R, climb heading 163° to 1000 then climbing right turn...Rwvs 34L, 34R, climb heading 343° to 1000 then climbing left

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16L, multiple power poles beginning 1036 from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/ 404' MSL. Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

10266



NW-1

# 10266

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### **EVANSTON, WY**

**EVANSTON-UINTA COUNTY BURNS FIELD** 

DEPARTURE PROCEDURE: Rwy 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

#### EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: Rwys 11, 16L/R, climbing right turn, thence...Rwys 29, 34L/R, climbing left turn,

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682'MSL.

#### FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . . . . . ORIG, 08017 DEPARTURE PROCEDURES: Rwv 5. climb on track

048° to intercept SKA R-045 to 5300, then on course. Rwy 23, climb on track 241° to 3400, then

TAKE-OFF OBSTACLES: Rwy 23, Terrain 2468 MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

#### FORT BENTON, MT

**FORT BENTON** 

TAKE-OFF MINIMUMS: Rwys 5, 23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

#### FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

#### FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34, 500-1. DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwy 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

#### GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: Rwy 16, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. Rwy 21, climb via heading 206° to 5200, before proceeding on course.

NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

#### GOODING, ID

GOODING MUNI (GNG) ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwy7, climb heading 068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right.

NOTE: Rwy 7, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

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## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### **GRANGEVILLE, ID**

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

> TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwy 25, Use MELLR DEPARTURE.

#### **GRANTS PASS. OR**

**GRANTS PASS** 

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

#### **GRAY AAF (KGRF)**

FORT LEWIS. WA. .... AMDT 2, 10098

Rwv 15. Standard

Rwy 33, 300-1\*

\* Or standard with minimum climb of 430/NM to 600. DEPARTURE PROCEDURE: Rwy 15, Climb heading 147° to 700 then climbing left turn direct GRF NDB. Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: Rwy 15, Tree 100' AGL/439' MSL, 1848' from DER, 430' right of centerline. Rwy 33, Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of

#### **GREAT FALLS, MT**

21 OCT 2010 to 18 NOV 2010

**GREAT FALLS INTL** 

NOTE: Rwy 7, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL, Rwy 21, pole 1544' from departure end of runway. 791'left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

#### GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY) ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1 or std. w/min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: All runways, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

#### **GUERNSEY.WY**

CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 320' per NM to 4700. Rwy 32, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: Rwy 14, climb to 5600 via heading 150°. Rwy 32, climb to 5800 via heading 070°. All aircraft continue on course.

#### HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwy 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

#### HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

#### HAVRE,MT

HAVRE CITY-COUNTY (HVR) AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

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## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

## 10266

#### HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions; cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, building 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

#### HERMISTON, OR

21 OCT 2010 to 18 NOV 2010

HERMISTON MUNI

NOTE: Rwy 4, tower 379' left of departure end of runway, 50' AGL/698' MSL. Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

#### HOQUIAM. WA

**BOWERMAN** 

TAKE-OFF MINIMUMS: Rwy 6, 600-2 or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

#### **HULETT. WY**

**HULETT MUNI (W43)** 

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 450' per NM to 6300, or 500-21/4 w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding

NOTE: Rwy 13, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwy 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207'MSL.

#### IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: All aircraft departing IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

#### JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

#### JEROME.ID

JEROME COUNTY (JER) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9,500-134 or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 9, climb heading 086° to 5300 before proceeding on course. Rwy 27, climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9. bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

#### JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, NA, Terrain. DEPARTURE PROCEDURE: Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwy 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL, Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

#### KALISPELL, MT

21 OCT 2010 to 18 NOV 2010

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

#### KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS) AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, NA, terrain. Rwy 30, std. with a min. climb of 370' per NM to 1900 or 1900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:. Rwy 30, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: Rwy 30, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

#### KEMMERER, WY

KEMMERER MUNI (EMM) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,10,22,28, NA - Rwy

DEPARTURE PROCEDURE: Rwy 16, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. Rwy 34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

#### KLAMATH FALLS. OR KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Terrain. Rwy 14, std. w/min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 25, std. w/min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 32, std. w/min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 25, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 32, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: Rwy 14, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191'

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#### LA GRANDE, OR

#### LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 12, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. Rwv 30. Cat A/B 2900-3 or std, with a min, climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. Rwy 34, 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence; Rwys 30,34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

#### LAKEVIEW, OR

#### LAKE COUNTY

TAKE-OFF MINIMUMS: Rwy 16, 3700-5 or std. with a min. climb of 320' per NM to 8800. Rwy 34, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

#### LARAMIE, WY

#### LARAMIE RGNL

DEPARTURE PROCEDURE: Rwy 3, turn left. Rwys 12,21, turn right. All aircraft climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

#### LAUREL, MT

21 OCT 2010 to 18 NOV 2010

#### LAUREL MUNI

TAKE-OFF MINIMUMS: Rwys 9, 14, 27, 32, NA. DEPARTURE PROCEDURE: Rwy 22, turn left. All aircraft climb direct BIL VORTAC.

#### LEWISTON.ID

LEWISTON-NEZ PERCE COUNTY (LWS) AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: Rwys 8,12,26,30, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

#### LEWISTOWN,MT

#### LEWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwy 7,12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2,30 turn left. Rwvs 7.12.20, turn right, Rwv 25, climb runwav

heading. All aircraft climb direct LWT VORTAC Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

#### LEXINGTON, OR

#### I FXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-21/2 for climb in visual conditions. Rwy 8, std. with min. climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 8, 26, for climb in visual conditions: cross Lexington Airport at or above

NOTES: Rwy 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

#### LIBBY, MT

#### LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwv 15. use EYESE RNAV DEPARTURE.

#### LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enivironmental

DEPARTURE PROCEDURE: Rwys 4, 22, use LIVINGSTON DEPARTURE.

#### MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 16, 22, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwys 4, 34, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... Rwy 16, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence.... or for climb in visual conditions; cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence...Rwy 22, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ..., or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence ...

...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: Rwy 4, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL, Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. Rwy 16, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. Rwy 34, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

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#### MC CALL, ID

MC CALL MUNI (MYL) AMDT 2 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, NA-Obstacles DEPARTURE PROCEDURE: Rwy 16, use MCCALL DEPARTURE.

#### MC CHORD FIELD (KTCM)

#### DEPARTURE PROCEDURE: Rwy 16, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: Rwy 16, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120 AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758 from DER, 971' left of centerline. Rwy 34, Tree 106 AGL/348' MSL, 2307' from DER, 1038' left of centerline Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

#### MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-114 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. Rwy 17, std. w/min. climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 4. climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. Rwy 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME,

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4. multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. Rwy 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. Rwy 22, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwy 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

#### MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwys 10, 28, NA-Obstacles. Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions, Rwv 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intlairport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

#### MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles. DEPARTURE PROCEDURE: Rwvs 11.29. use GRZLY DEPARTURE.

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#### MOSES LAKE, WA

**GRANT COUNTY INTL** 

NOTE: Rwy 14R, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195'MSL. Rwy 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

#### MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID . . . . . . . . 07270 Rwy 12, 30, 6700-3\*

\* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline, Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

#### MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min. climb of 305' per NM to 7300. Rwy 28, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: Rwy 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

#### NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on

NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

#### **NEWCASTLE.WY**

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,17,23,35, NA. Rwy 13, 200-1 or std. with a min. climb of 275' per NM to 4400. Rwy 31, 300-1 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 31, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course. NOTE: Rwy 13, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwy 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787'from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30'AGL/4202' MSL. Road 207' from DER, 254'right of centerline, 15' AGL/4187'MSL.

#### **NEWPORT,OR**

**NEWPORT MUNI** 

TAKE-OFF MINIMUMS: Rwy 2, NA. Rwy 16, 500-2 or std, with a min, climb of 310' per NM to 800.

DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right. Rwy 34, turn left. Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

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#### NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min, climb of 300' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 13,400-21/2 with a min. climb of 250' per NM to 2500 or 1600-21/2 for climb in visual conditions. Rwy 31, 300-134 or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnlairport at or above 1500 before proceeding on course. Rwy 13, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. Rwy 22, climb heading 223° to 700 before proceeding on course. Rwy 31, climb heading 312° to 800 before proceeding on course.

NOTE: Rwy 4, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/ 268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL, Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL Rwy 22, ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108'

#### OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy7, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

#### OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence.. or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... Rwy s 26,35, climbing right turn direct OLM VORTAC, thence...

... continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwy 8, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. Rwy 17, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. Rwy 26, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. Rwy 35, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

#### OMAK, WA

**OMAK** 

TAKE-OFF MINIMUMS: Rwy 17, 2200-2 or std. with a min. climb of 300' per NM to 4200. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use GETNG RNAV DEPARTURE. Rwy 35, NA.

AGL/188'MSL.

## ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. Rwy 32, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431'

#### PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

#### PENDLETON.OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC,

Rwy 25, climb direct PDT VORTAC, thence... ...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. Rwv 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

#### PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climbing right turn to 10000 via heading 190° and BPIR-040 to BPI VOR/DME before proceeding on course. Rwy 29, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

#### PLENTYWOOD, MT

SHER-WOOD

NOTE: Rwy 12, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. Rwy 30, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

#### POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

#### POLSON, MT

POLSON

TAKE-OFF MINIMUMS: Rwv 18. N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: Rwv 36, Use ANGIL RNAV DEPARTURE

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

#### POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: Rwy 9, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

#### PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

#### WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE.

## $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

### PORTLAND, OR

PORTLAND INTL (PDX) AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 3,500-3 or std. w/ min. climb of 355' per NM to 700. Rwy 10L, std. w/min. climb of 280' per NM to 2900. Rwy 10R, std. w/min. climb of 265' per NM to 2900. Rwy 21, std. w/min. climb of 290'

DEPARTURE PROCEDURE: Rwy 3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwys 10L,10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... Rwys 28L,28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course. NOTE: Rwy 3, trees, towers, vehicles on road, sign,

beginning 1'from DER, on centerline, up to 173'AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. Rwy 10L, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100'

AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwv 28L, trees 1873' from DER, 837' left of centerline.

up to 75' AGL/95' MSL. Rwy 28R, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

#### PORTLAND-HILLSBORO (HIO) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct UBG VOR/DME... Rwy 20, climbing left turn direct UBG VOR/DME... Rwys 2, 30, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 2, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. Rwy 20, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

#### PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: Rwy 7, 3600-2 or std. with a min. climb of 380' per NM to 4100. Rwy 25, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 7, turn left. Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others

#### POWELL, WY

POWELL MUNI (POY) AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.16.21.34. NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: Rwy 13, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL, Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. Rwy 31, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

#### PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. Rwy 15, std. w/min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28, std. w/min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. Rwy 33, std. w/min. climb of 380' per NM to 6700, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: Rwy 10, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwy 15, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwy 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

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#### PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwy 23, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwy 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to

#### PUYALLUP, WA

52'AGL/2769'MSL.

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 34, 300-1.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn. Rwy 34, climb runway heading. All aircraft climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: Rwy 16, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 15' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Ruy 34, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 555' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

#### RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwy 4, 600-2 or std. with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwys 10, 28, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

#### REDMOND, OR

ROBERTS FIELD (RDM) AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/min. climb of 269' per NM to 4700. **Rwy 28**, std. w/min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1'from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

#### RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**,500-2¾ or std. with a min. climb of 315' per NM to 700.

NOTES: Rwy 16, trees, towers, lights and blast shield beginning 185' from DER, 4'left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwy 34, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

#### REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: Rwy17,100'AGL trees 125' from departure end of runway, 350' left of centerline. Rwy35, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

10266

10266

#### RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 8, std. w/min. climb of 310' per NM to 5000. Rwy 19, std. w/min. climb of 480' per NM to 5000. Rwy 26, std. w/min. climb of 350' per NM to 5000

DEPARTURE PROCEDURE: Rwys 1,8, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 26, climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: Rwy 1, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. Rwy 8, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. Rwy 19, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. Rwy 26, antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

#### RIVERTON, WY

21 OCT 2010 to 18 NOV 2010

RIVERTON RGNL (RIW) AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: Rwys 1, 10, 19, 28, climbing right turn direct RIW VOR/DME. All Aircraft climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: Rwy 1, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. Rwy 10 , sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. Rwy 19, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. Rwy 28, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

#### ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS) AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 21, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 27, climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: Rwy 3, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

#### RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. Rwy 34, std. w/min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: Rwy 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwy 34, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. Rwy 34, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 16, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG

NOTE: Rwy 16, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. Rwy 34, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179 MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826 left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615 MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL, Pole 640' from departure end of runway, 354' left of runway

#### SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: Rwy 13, 600-2 or std. with a min. climb of 240' per NM to 800. Rwy 16, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; Rwys 31, 34, turn right. Rwy 16, turn left. Rwy 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310) inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

#### SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std. with a min. climb of 390' per NM to 8000 DEPARTURE PROCEDURE: Rwy 17, NA. Rwy 35, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course

#### SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwy 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

#### SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwy 5, turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

#### SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline. Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130 MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

#### SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

10266

centerline, 29' AGL/557' MSL.

# 10266

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### SEATTLE, WA

#### BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwy 13L, 500-3 w/min. climb of 232' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 13R, std. w/a min. climb of 476' per NM to 900, or 500-3 w/a min. climb of 386' per NM to 900, or 1000-21/2 for climb in visual conditions, Rwv 31L. std. w/a min. climb of 386' per NM to 800, or 300-11/2 w/ min. climb of 235' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 31R, std. w/a min. climb of 334' per NM to 900, or 400-13/4 w/min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 13L/R, climbing right turn. Rwys 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: Rwy 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL

Rwy13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwy 31L, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. Rwy31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101'MSL.

#### SEATTLE-TACOMA INTL (SEA) AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys16L,16C,16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwvs 34L. 34C. 34R. climb to 1000 via heading 343°. then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

#### SHELBY, MT

#### SHELBY

TAKE-OFF MINIMUMS: Rwy 5, 200-11/4 or std. w/min. climb of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy 5, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/ 3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/ 3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

#### SHELTON, WA

#### SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwy 5, std. w/ a min. climb of 312' per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23, std. w/a min. climb of 414' per NM to 4000, or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600. thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. Rwy 23, multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



## 10266

#### SHERIDAN, WY

#### SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 700-3 or std. w/min. climb of 318' per NM to 5100, or. . . Rwy 14, 800-3 or std. w/min. climb of 263' per NM to 5100, or. . . Rwy 23, 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . ...1400/3 for climb in visual conditions. Climb in visual

conditions NA at night. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 32, climb via heading

320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: Rwy 5, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201'from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020'

#### SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI (SDY) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 400-21/2 or std. with a min. climb of 315' per NM to 2500.

NOTE: Rwy 1, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. Rwy 19, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298 right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. Rwy 29, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

#### SNOHOMISH. WA

HARVEY FIELD (\$43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 15R. 33L, NA-obstacles. Rwy 15L, std. w/min. climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions. Rwy 33R, std. w/ min. climb of 475' per NM to 800, or 1200-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: Rwy 15L, tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline, 40' AGL/ 56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



## SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 3L, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. Rwy 3R, std. w/min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. Rwy 21L, std. w/min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. Rwy 21R, std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 3L, 3R, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. Rwys 21L, 21R, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: Rwy 3L, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339 MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. Rwy 21L, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. Rwy 21R, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

## SPOKANE INTL (GEG) AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climbing left turn heading 190° and GEG R-010 to GEG VORTAC Thence...Rwy7, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... Rwy 21, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...Rwy 25, climbing left turn heading 176° and GEG R-356 to GEG VORTAC.

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: Rwy 3, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374'MSL.

#### STEVENSVILLE, MT

#### STEVENSVILLE

TAKE-OFF MINIMUMS: Rwy 12, do not exceed 210 knots until established on MSO R-163. Rwy 30, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on

## SUNRIVER, OR

#### SUNRIVER

TAKE-OFF MINIMUMS: Rwy 18, 300-1 or std. with a min. climb of 360' per NM to 4400. Rwy 36, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. Rwy 36, climb direct to DSD VORTAC. Then all aircraft climb on course.

## TACOMA, WA

#### TACOMA NARROWS

TAKE-OFF MINIMUMS: Rwy 35, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

## THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200. Rwy 12, 1400-3 or std. with a min. climb of 500' per NM to 2000. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

## TILLAMOOK, OR

#### TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31, use FETUJ RNAV DEPARTURE.

10266



10266

## TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: Rwy 2, terrain 30' from DER, 277' left of centerline, 4197' MSL. Rwy 10, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. Rwy 28, terrain 133' from DER, 386' right of centerline, 4213' MSL.

## TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: Rwv 12. NA. DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

## VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

VORTAC. thence...

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 358' per NM to 600, or 500-3 w/min. climb of 201' per NM to 600, or 900-21/2 for climb in visual conditions. Rwy 26, 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence...or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed

on BTG VORTAC R-179 to BTG VORTAC, thence. .Rwy 26, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL, Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

## WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7,20,25,34, turn left. Rwy 16, turn right. All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: Rwy 16, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

## WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb heading 121° to 3900 before proceeding on course. Rwy 30, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course. NOTE: Rwy 12, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. Rwy 30, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

## WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: Rwy7, NA. Rwy12, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwvs 25, 30, CAT A.B 1600-2 or std, with a min, climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-2007400; R-201 CW R-009, 8200.

#### WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwy 19, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: Rwv 1. ½ mile.

DEPARTURE PROCEDURE: Rwv 1. turn right. All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



## 10266

#### WHEATLAND, WY

#### PHIFER AIRFIELD

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/ DME R-140 to JEZZY Int, thence...Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: Rwy8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/ lights, roads w/vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

## WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) . . . . . . . . . . . 10210

Diverse departures not authorized. MILITARY DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000. intercept the NUW 11 DME ARC to join assigned

CIVIL DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKE-OFF OBSTACLES: Rwy 7: Trees, 204' MSL 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline: Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1,17 NM left of centerline: Trees, 480' MSL, 1,99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. Rwy 14: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM

from DER, 1844' left of centerline.

#### WORLAND, WY

## WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. 16, 300-2 or std. with a min. climb of 230' per NM to

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

## YAKIMA. WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD TAKE-OFF MINIMUMS: Rwv 4. NA. Rwv 9. 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200. DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

10266



IDAHO

ARCO-RUTTE CO (AOC) 3 SW UTC-7(-6DT) N43°36.21' W113°20.06'

S-300

NOTAM FILE BOI

06 and Rwy 24 and PAPI Rwy 06 and Rwy 24-CTAF.

RWY 06: REIL, PAPI (P2L)-GA 3.0° TCH 40'. RWY 24: REIL. PAPI(P2L)-GA 3.0° TCH 40', P-line.

RCO 123.625 (BOISE RADIO)

NOTAM FILE BOI

ATI ANTA ATLANTA

5500

RWY 16: Tree.

5332 B S2

RWY 06-24: H6600X75 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 SALT LAKE CENTER APP/DEP CON 128.35

Boise River making right circling pattern over valley to check traffic at Greene arpt. Depart with right turnout down Boise River.

to rwy. No telephone avbl at arpt.

and trees. Rwy 16-34 edges and Rwy 34 thld marked with white

rocks. Rwy 16 thld not defined. Ground vehicle traffic has access

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH. POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22' W112°39.13' 309° 53.2 NM to fld. 4433/17E.

ASHTON N44°33.75′ W111°26.68′

(55H) 1 NW UTC-7(-6DT) N43°48.81' W115°08.10' RWY 16-34: 2460X75 (TURF-DIRT) RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended, No winter maintenance, Recommended for use by mountain proficient pilots using high performance aircraft. Arpt is located in mountainous area; high timbered ridges limit maneuvering area. Land Rwy 34, depart Rwy 16. Approach up Announce Intentions on 122.9. No go-around due to rising terrain

23 a \$ 6 €3 Œ Œ a G G Ø n **3** cs Cs €3

#### GRAHAM USFS (U45) 11 NW UTC-7(-6DT) N43°57.31′ W115°16.36′ NOTAM FILE BOI

COMMUNICATIONS: CTAF 122.9

RWY 18-36: 2900X50 (TURF-GRVL)

RWY 18: Trees

RWY 36: Road. AIRPORT REMARKS: Unattended, Big game animals on and in vicinity of arpt. No winter maintenance, Recommend Idg Rwy 36; tkf Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy 18-36 lower one third of rwy soft and unusable during early spring. Rwy 18-36 thlds marked with rocks. No telephone avbl at arpt.

IAP AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 06-24, REIL Rwy

> SALT LAKE CITY I\_13C

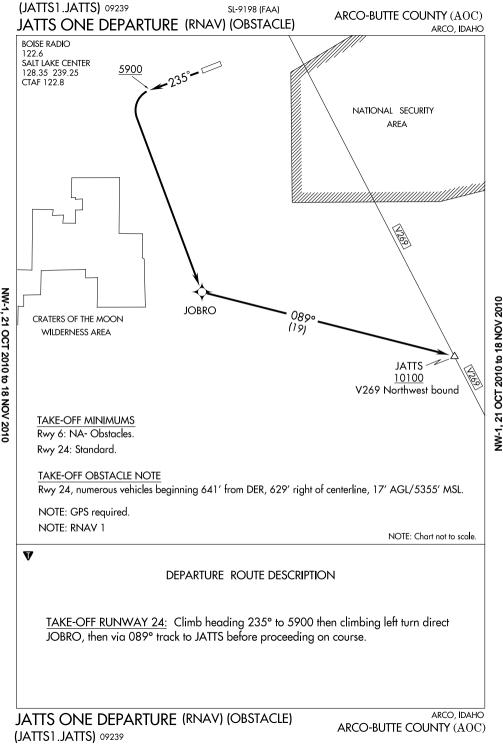
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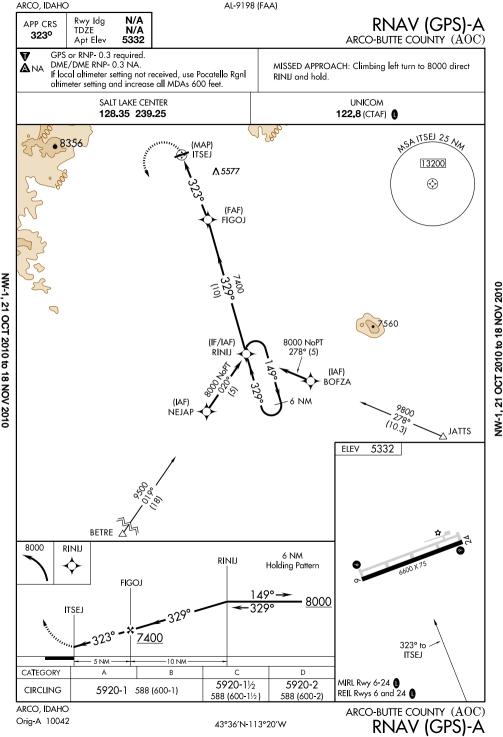
SALT LAKE CITY

H-3D. L-11C

SALT LAKE CITY

SALT LAKE CITY





IDAHO 25 BIG CREFK (U6Ø) 0 NE UTC-7(-6DT) N45°07.99' W115°19.31' GREAT FALLS

AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. Open to ski equipped acft in winter; acft use sides of strip during ski operations. Recommend land to south, takeoff to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy, Rwy 01-19 edges and thids marked with white rock, No

17 E UTC-7(-6DT) N45°08.61' W114°55.74'

AIRPORT REMARKS: Unattended, Big game animals and livestock on and invof rwy, Land Rwy 02, takeoff Rwy 20, go around not possible due to high terrain at end of Rwy 20. Rwy 02-20 15' wide bare dirt strip down center of rwy.

CABIN CREEK USES 4289 NOTAM FILE BOI RWY 02-20: 1750X40 (TURF-DIRT) RWY N2. Tree

BLACKFOOT McCARLEY FLD

5743

NOTAM FILE BOL RWY 01-19: 3550X110 (TURF) RWY 01: Road.

(IØ8)

RWY 01: PAPI(P2L)-GA 3.0° TCH 40', Fence. RWY 19: PAPI(P2L)-GA 3.0° TCH 37'. Tree.

telephone avbl at arpt. COMMUNICATIONS: CTAF 122.9 **BIG CREEK RANGER STATION** 

> COMMUNICATIONS: CTAF 122.9 RIG SOUTHERN RUTTE

> > B S4

RWY 19: Trees.

No telephone avbl at arpt. Rubber water bar strips on rwy.

(See ATOMIC CITY)

(UØ2) 1 N UTC-7(-6DT) N43°12.56' W112°20.98' FUEL 100LL, JET A NOTAM FILE BOIL RWY 01-19: H4314X75 (ASPH) S-12.5 MIRL

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z±. Considerable air ground ops during growing season. COMMUNICATIONS: CTAF/UNICOM 122.8 SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH. POCATELLO (H) VORTACW 112.6 PIH Chan 73

W112°39.13' 016° 24.3 NM to fld. 4433/17E. IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

N43°31.14′ W112°03.84′ 199° 22.4 NM to fld. 4724/15E, NOTAM FILE IDA.

N42°52.22′

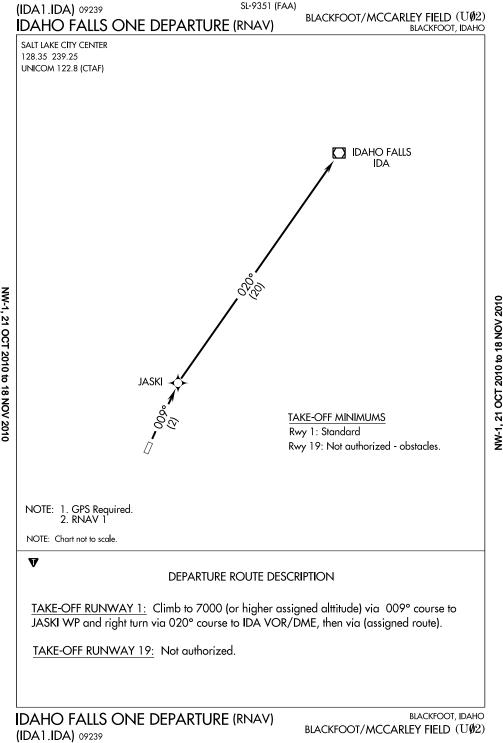
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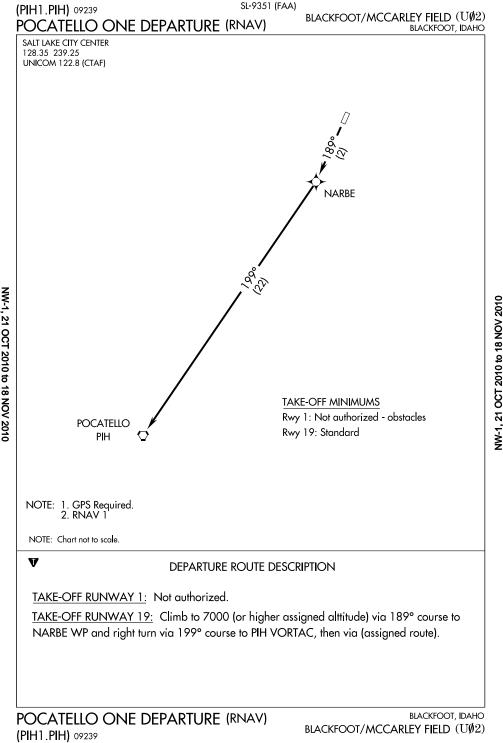
BLISS N42°54.99' W114°47.05'. RCO 122 4 (BOISE RADIO)

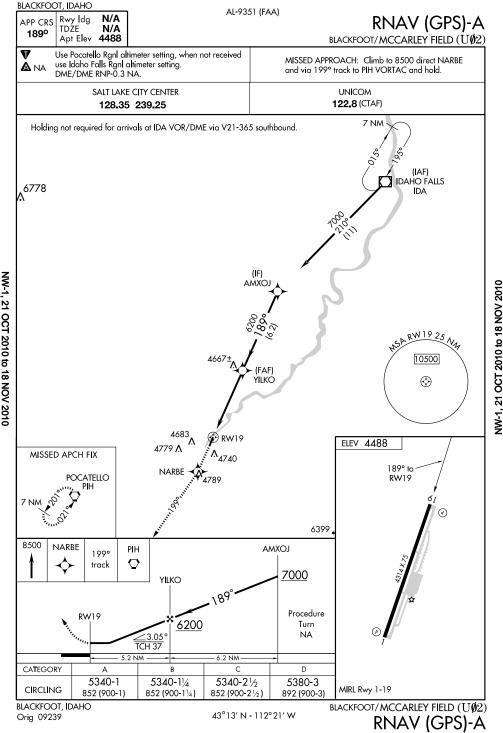
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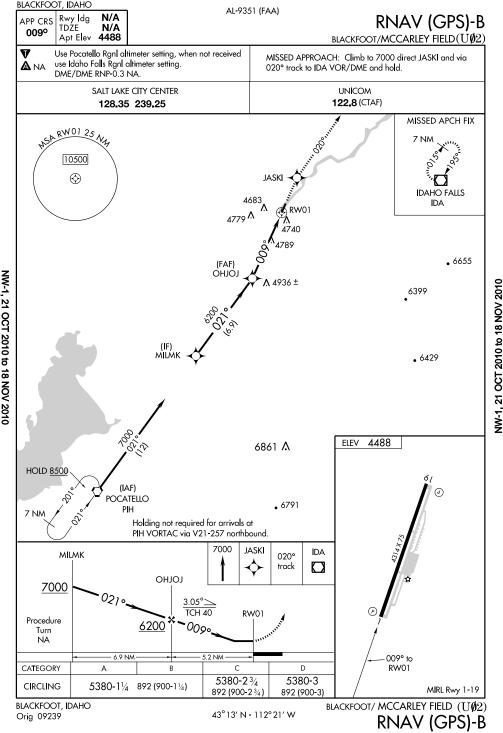
**GREAT FALLS** 

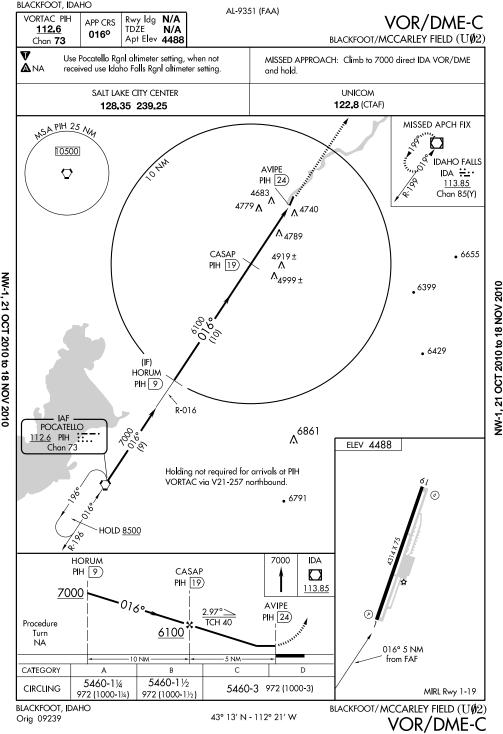
IAP

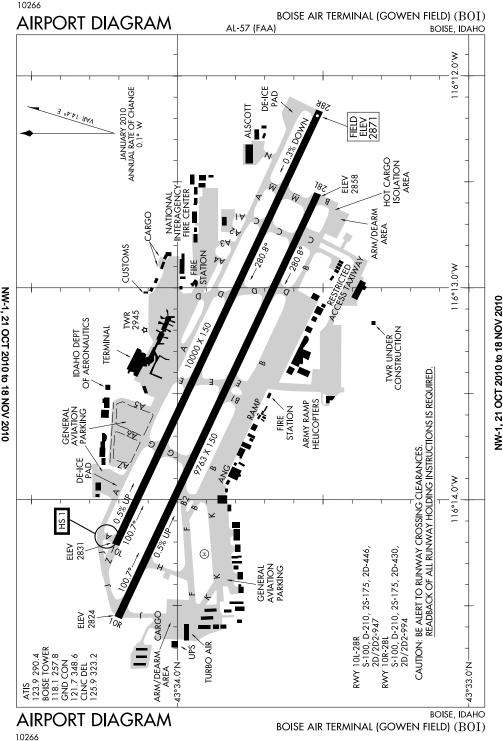












IDAHO

RWY 10L-28R: H10000X150 (ASPH-GRVD)

2S-175, 2D-446, 2D/2D2-947

FUEL 100LL, JET A1 +

RWY 10L: REIL. VASI(V4L)-GA 3.0° TCH 53'. Antenna. RWY 28R: VASI(V4L)—GA 3.0° TCH 52', Rgt tfc. 0.3% down.

26

2871 B S2

NOTAM FILE BOL

RWY 10R-28L: H9763X150 (ASPH-PFC) S-100, D-210, 2S-175. 2D-430, 2D/2D2-994 HIRL CL RWY 10R: SSALR, TDZL, VASI(V4L)-GA 3.0° TCH 55', Rgt tfc. RWY 28L: MALSR, TDZL, VASI(V4L)-GA 3.0° TCH 50'.

BOISE AIR TERMINAL (GOWEN FLD) (BOI) 3 S UTC-7(-6DT) N43°33.86′ W116°13.37′

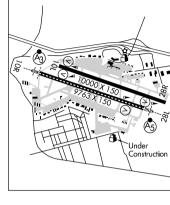
HIRI

S-100, D-210,

OX 1. 3 AOE Class I. ARFF Index B

AIRPORT REMARKS: Attended continuously, Extensive copter operations surface to 3500' within 1 NM E and W and 5 NM S of Rwy 10R-28L. Moderate migratory bird activity within 5 NM of the arpt Oct-Mar. Security requires PPR with fixed base operator due to locked gates and fencing between hours 0500-14007± for ingress/egress to arpt. Portions of Twy A and the northwest ramp not visible to twr. Do not use Twy Z for tkf roll on Rwy 10L. Rwy 28R midfield runway visual range avbl. Rwy 10R and Rwy 28L

touchdown runway visual range avbl. Rwy 10R rollout runway visual range avbl. Flight Notification Service (ADCUS) available Mon-Fri 1500-0000Z±, weekends if notified by Thur 0000Z±.



281° 1.5 NM to fld. 2876/17E.

045°-071° byd 32 NM blo 12,500′

072°-084° bvd 32 NM blo 10.500'

348°-010° byd 20 NM blo 13,000′

348°-010° byd 27 NM blo 15,500′

099° 4.5 NM to fld.

SALT LAKE CITY

IAP. AD

H-1C. 3C. L-11B

COMMUNICATIONS: D-ATIS 123.9 UNICOM 122.95 BOISE RCO 122.6 122.2 (BOISE RADIO) R APP/DEP CON 126.9 (North) 119.6 (South) TOWER 118.1 119.0 GND CON 121.7 **CLNC DEL** 125.9

WEATHER DATA SOURCES: ASOS (208) 388-4640

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(H) VORTACW 113.3 BOI Chan 80

VOR portion unusable: 001°-044° byd 22 NM blo 11,000′

001°-044° bvd 32 NM blo 14.500'

DME portion unusable:

010°-060° bvd 12 NM blo 13.000′ 010°-060° byd 27 NM blo 15,500'

113°-155° bvd 30 NM blo 7.000′

USTIK NDB (HW/LOM) 359 BO N43°35.81′ W116°18.91′

Chan 38(Y) Rwy 28R. DME unusable byd 10 NM blo 6000', byd 12 NM blo ILS/DMF 110 15 I-AAD

bvd 15 1 NM blo 6800'

5500', byd 13 NM blo 6200', byd 16 NM blo 6000'. GS unusable byd 6 NM blo 4700'. LOC unusable byd 10 NM blo 6000', byd 12 NM blo 5500', byd 13 NM blo 6200', byd 16 NM blo 6000', byd 20° right of course ILS/DME 111.1 I-BOI Rwv 10R. Class IIE. LOM USTIK NDB. Localizer backcourse Chan 48

N43°33.17′ W116°11.53′

unusable byd 10° north and south side of course. Localizer backcourse unusable byd 10 NM blo 5900' and

0980.

12000

ATIS 123.9 290.4 CLNC DEL 125.9 323.2

GND CON 121.7 348.6 **BOISE TOWER** 118.1 257.8 BOISE DEP CON 126.9 351.85 (279°-097°) 119.6 269.4 (098°-278°) \_R-278\_\_ 12000

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010

NOTE: RADAR Required TAKE-OFF MINIMUMS

Rwy 28L/R: Standard. Rwy 10L/R: Standard with minimum climb of 240' per NM to 9100. ATC climb of 420' per NM to 7000'.

## TAKE-OFF OBSTACLE NOTES

Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL. Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL. Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.

Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

#### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb to 12000' via BOI VORTAC R-098, Thence . . .

**BOISE** 

<u>113.3</u> BOI **Ξ**⋯

Chan 80 N43°33.17′-W116°11.53′

R-3203

TAKE-OFF RUNWAY 28L/R: Climb to 12000' via BOI VORTAC R-278, Thence . . .

. . . Expect RADAR vectors to assigned route, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Boise Departure Control at 10000' or assigned altitude, if lower, continue climb to assigned altitude and thence via assigned route.

# BOISE ONE DEPARTURE

ATIS

123.9 290.4 CLNC DEL 125.9 323.2 **GND CON** 121.7 348.6 **BOISE TOWER BOISE** 118.1 257.8 113.3 BOI **Ξ**---**BOISE DEP CON** Chan 80 126.9 351.85 (279°-097°) 119.6 269.4 (098°-278°) N43°33.17′-W116°11.53′ MERIDIAN 3600 238 MPA :--**FIMGU** N43°26.46' W116°23.51′ 5300 NOTE: Chart not to scale. NOTE: ADF or DME Required R-3203 TAKE-OFF MINIMUMS

Rwy 28L/R: Standard.

NW-1, 21 OCT 2010 to 18 NOV 2010

V

Rwy 10L: Standard with minimum climb of 208' per NM to 4300 or 5500-3 for climb in visual conditions.
Rwy 10R: Standard with minimum climb of 205' per NM to 4300

or 5500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL.

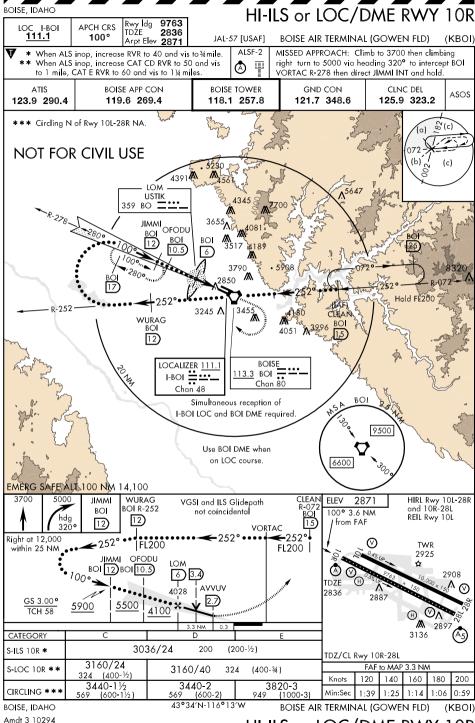
Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL. Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.

Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

DEPARTURE ROUTE DESCRIPTION

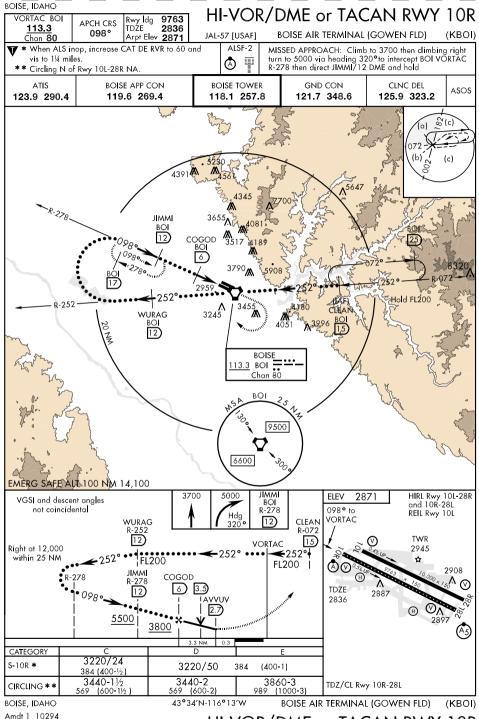
TAKE-OFF RUNWAY 10L/R: Climb heading 100° to 3600 then climbing right turn heading 260° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight or climb in visual conditions to cross Boise Air Terminal/Gowen Field Airport at or above MEA/MCA before proceeding on assigned route of flight.

<u>TAKE-OFF RUNWAY 28L/R:</u> Climbing left turn heading 170° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight.



. Ν-1,

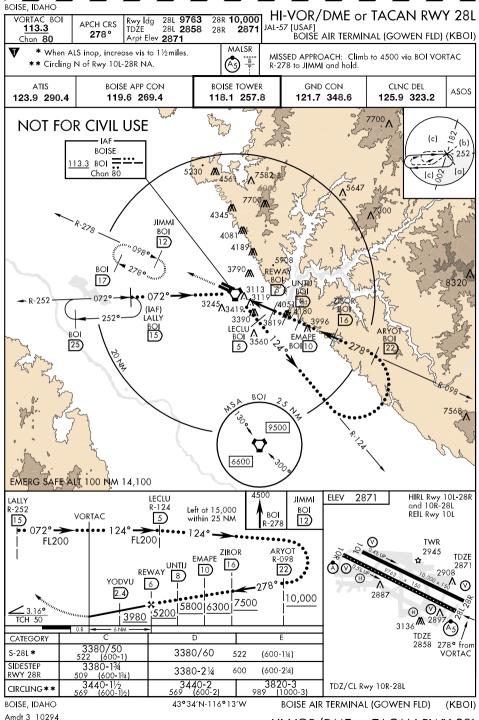
21 OCT 2010 to 18 NOV 2010



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, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 10R



. Ν-1,

21 OCT 2010 to 18 NOV 2010

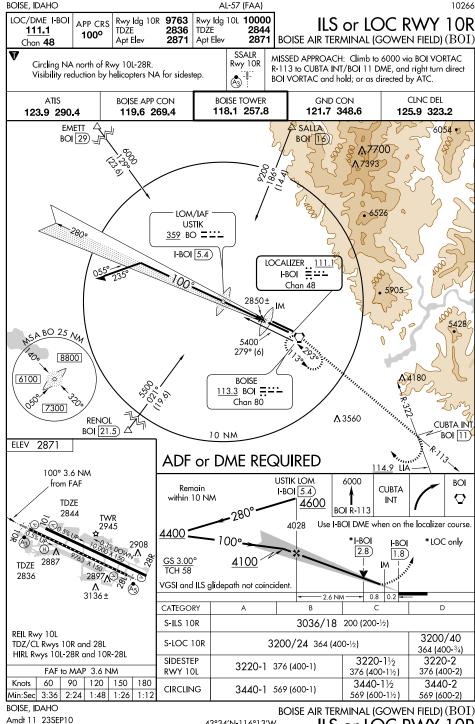
## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

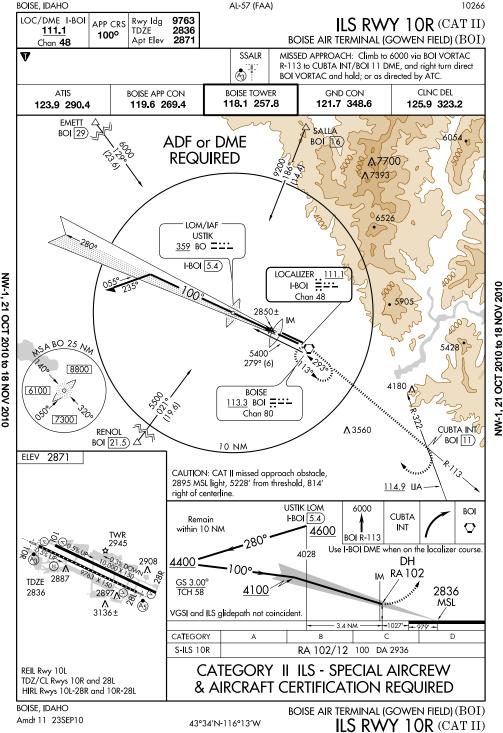
increased risk has been reduced or e	•	t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr.
		Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

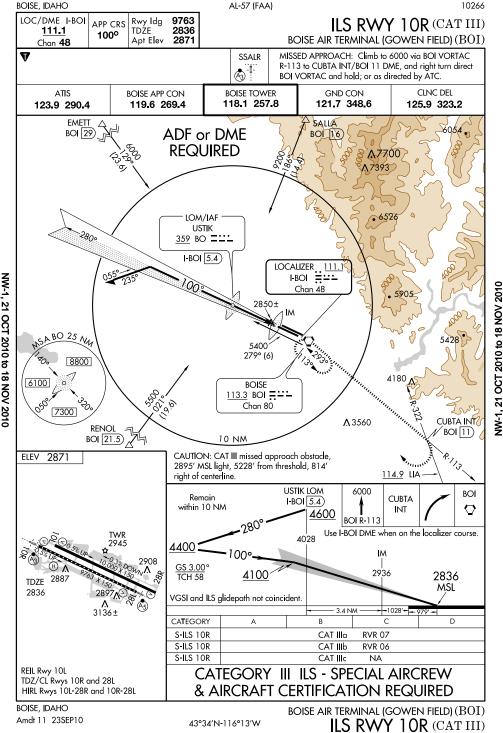
10266			
		HOT SPOTS	
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	

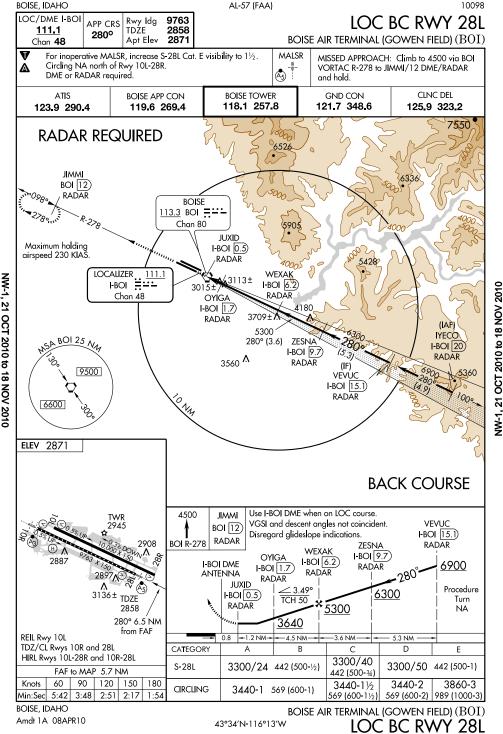


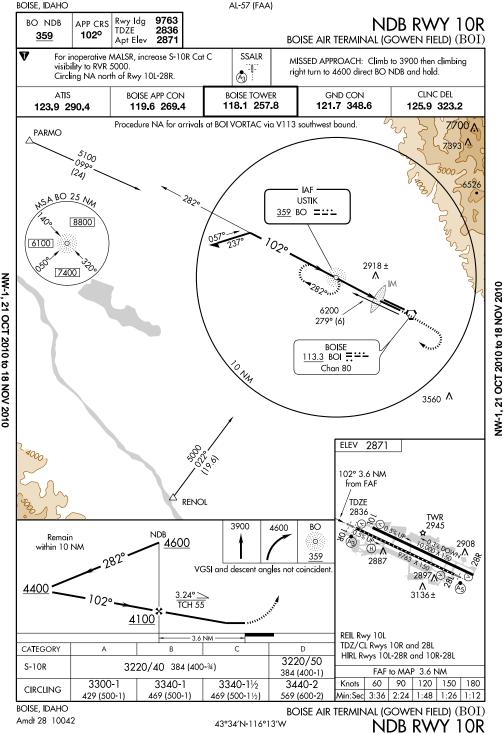
NW-1, 21 OCT 2010 to 18 NOV 2010

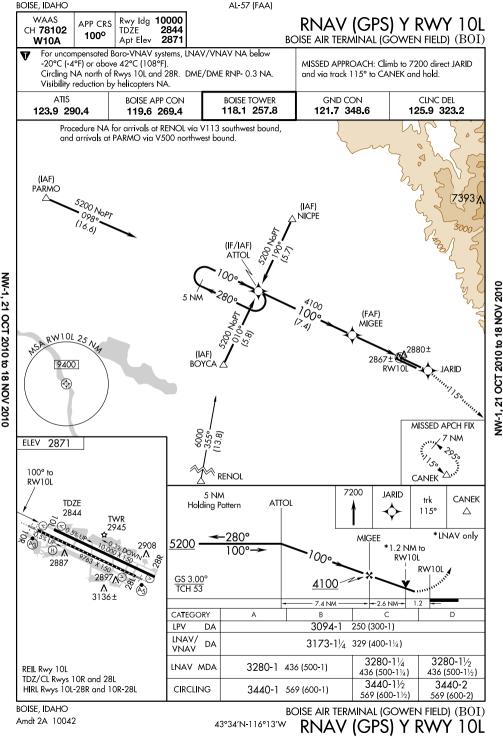
43°34′N-116°13′W ILS or LOC RWY

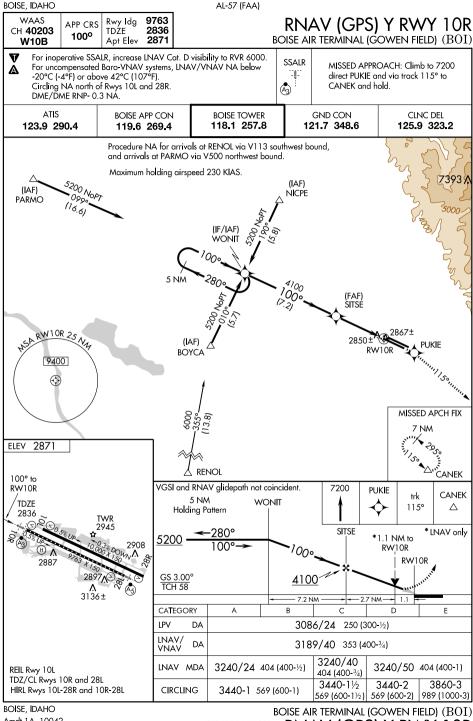








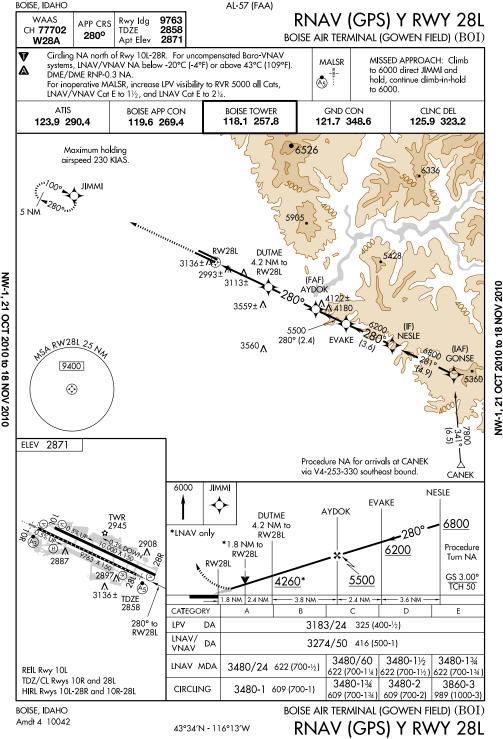


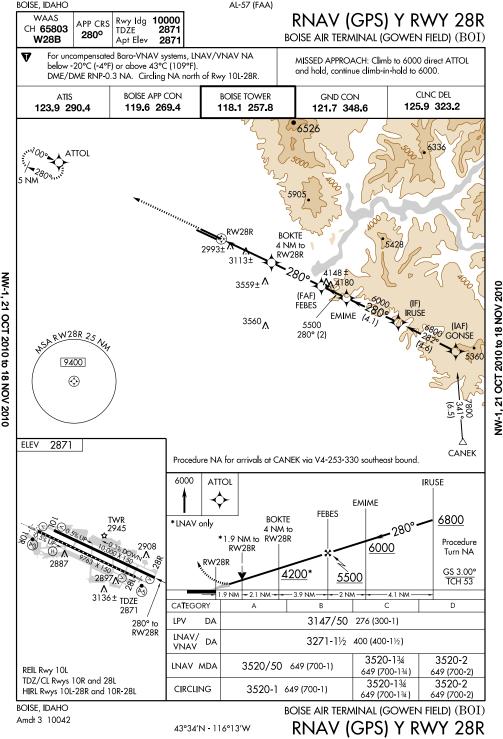


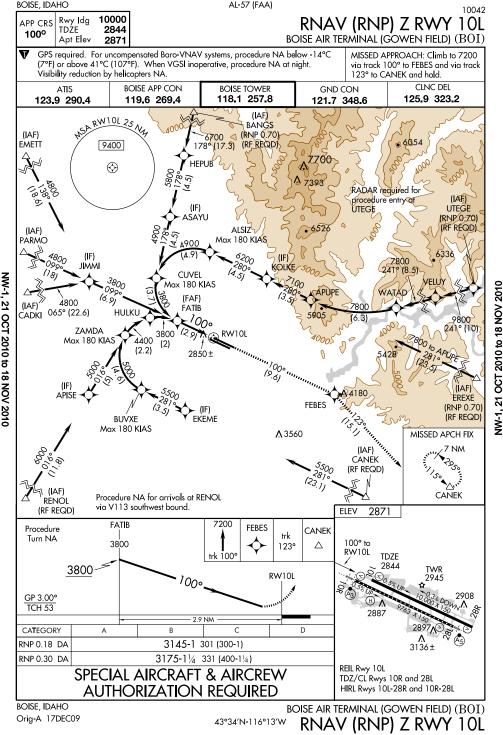
Amdt 1A 10042

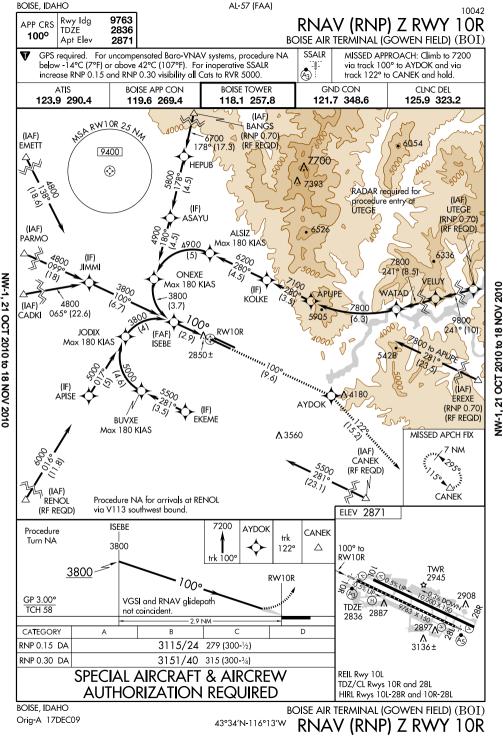
NW-1, 21 OCT 2010 to 18 NOV 2010

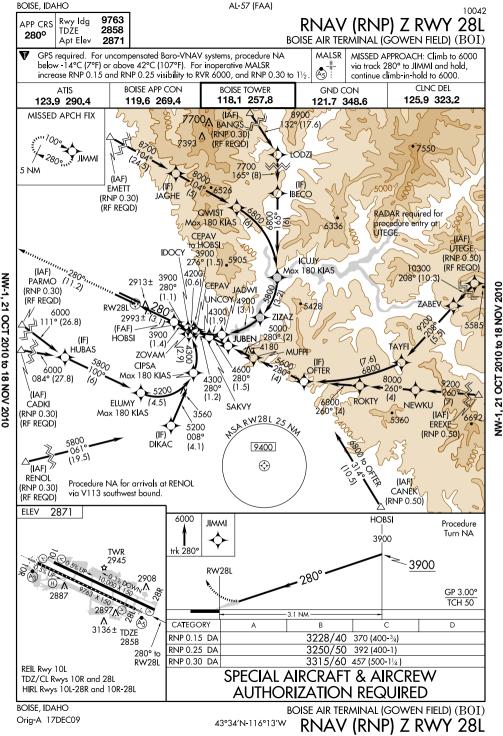
43°34′N-116°13′W RNAV (GPS) Y RWY 10R

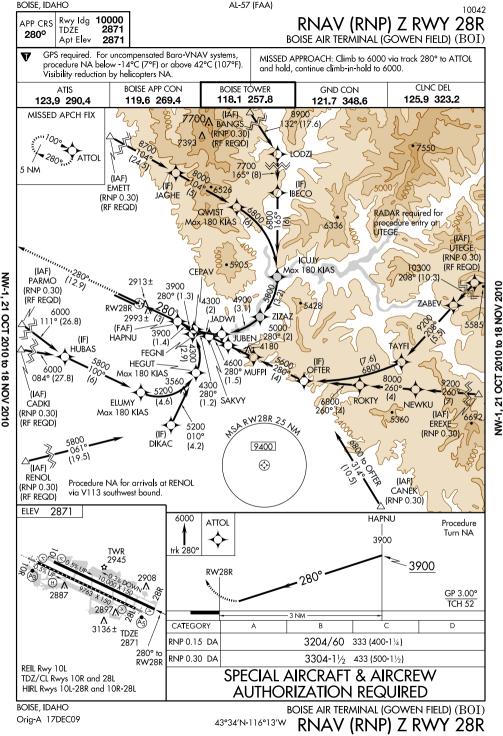


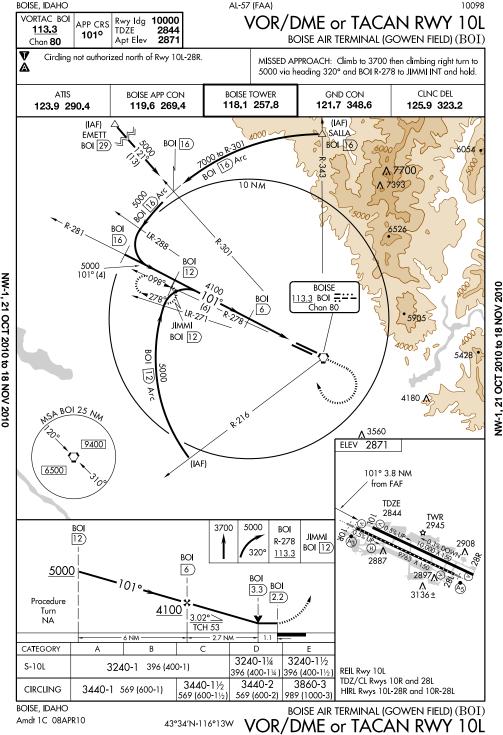


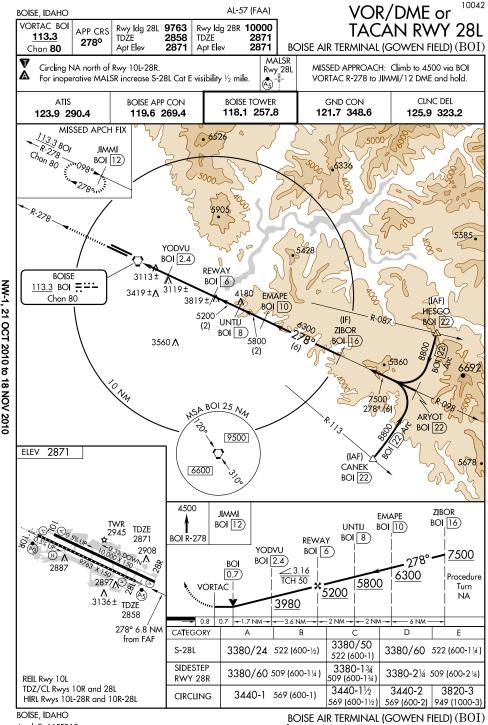






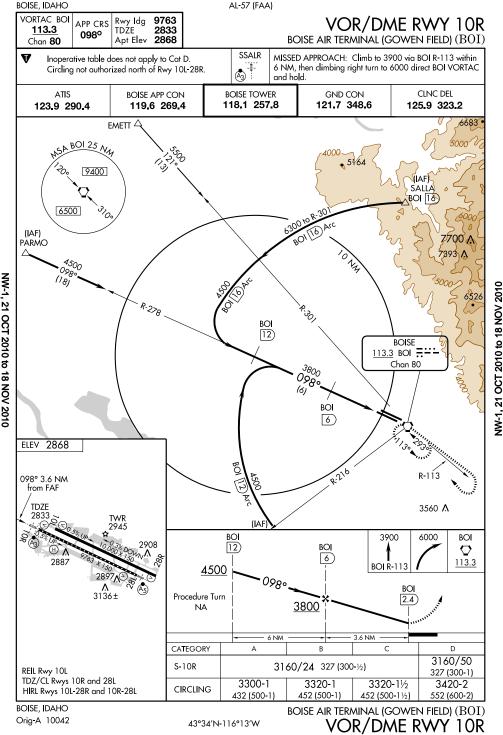






Amdt 2 11FEB10

BOISE AIR TERMINAL (GOWEN FIELD) (BOI) 43°34′N-116°13′W VOR/DME or TACAN RWY 28L



IDAHO 27 **BONNERS FERRY** BOUNDARY CO (65S) 2 NE UTC-8(-7DT) N48°43.56′ W116°17.71′ GREAT FALLS S3 FUEL 100LL, JET A NOTAM FILE BOI L-13B R IAP RWY 02-20: H4002X75 (ASPH) S-25 MIRL RWY 20: VASI(V2L)-GA 4.0° TCH 31'. Road. AIRPORT REMARKS: Attended Mon-Sat 1600-0100Z‡, Sun 1600-2100Z‡. ACTIVATE MIRL Rwy 02-20, VASI Rwy 20-CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0 SEATTLE CENTER APP/DEP CON 123.95 RADIO AIDS TO NAVIGATION: NOTAM FILE MLP. MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 47°27.42' W115°38.76' 321° 80.5 NM to fld. 6100/20E. HIWAS. 0 0 0 <u>0</u> BOUNDARY CO (See BONNERS FERRY) BROOKS SPB (See COEUR D'ALENE) BRUCE MEADOWS (See STANLEY) BUHL MUNI (UØ3) 2 W UTC-7(-6DT) N42°35.49' W114°47.80' SALT LAKE CITY FUEL 100LL, MOGAS NOTAM FILE BOI

3660 B S4

RWY 09-27: H3900X60 (ASPH) S-12.5 LIRL RWY 09: P-line. RWY 27: Hill.

AIRPORT REMARKS: Attended Tue-Sat 1530-0000Z±. Phone 208-543-8539 for svc when arpt unattended. Limit acft on Twy B and Twy C to 50' wingspan. ACTIVATE LIRL Rwy 09-27-CTAF.

**COMMUNICATIONS: CTAF 122.9** RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 278° 15.2 NM to fld. 4140/18E.

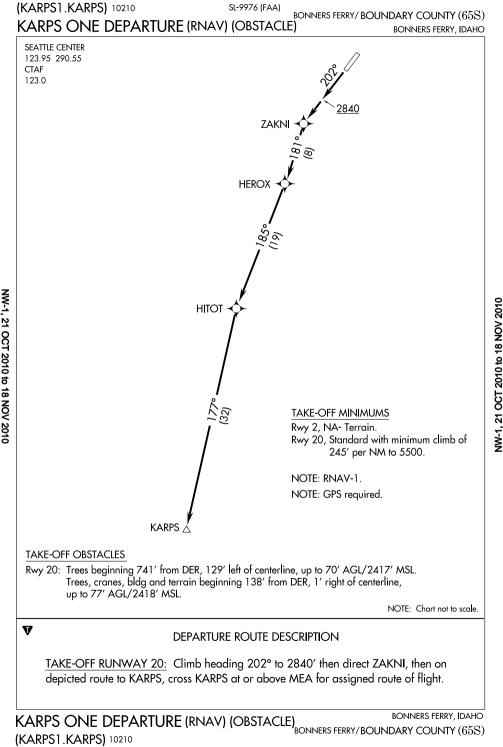
I-11C

BURLEY N42°34.82′ W113°51.95′ NOTAM FILE BYI.

210°-230° bvd 23 NM blo 8.800′

SALT LAKE CITY H-3D, L-11C

(L) VORW/DME 114.1 BYI Chan 88 100° 4.8 NM to Burley Muni. 4230/18E. VOR/DME unusable 120°-150° byd 30 NM blo 15,000' 210°-230° byd 29 NM blo 11,000' 210°-230° byd 10 NM blo 7,000' 210°-230° byd 34 NM blo 13,000′



### BONNERS FERRY/BOUNDARY COUNTY (65S)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. A NA

Obtain local altimeter setting on CTAF; when not received, procedure NA. \*Missed approach requires minimum climb of 400 feet per NM to 6600.

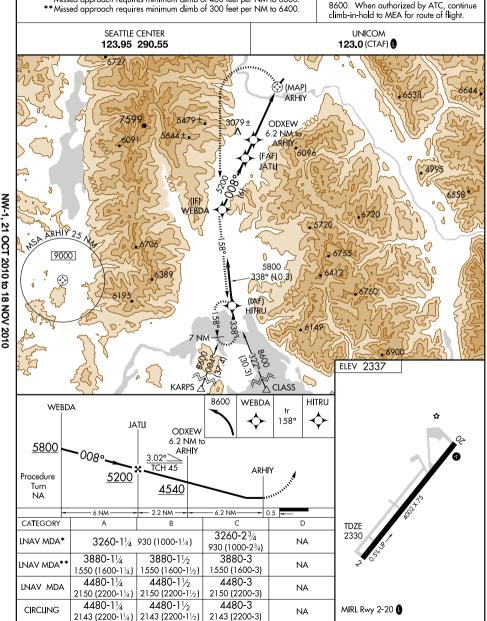
8600 direct WEBDA and on track 158° to HITRU and hold, continue climb-in-hold to

MISSED APPROACH: Climbing left turn to

RNAV (GPS) RWY 2

10210

NW-1, 21 OCT 2010 to 18 NOV 2010



BONNERS FERRY, IDAHO

BONNERS FERRY/BOUNDARY COUNTY (65S)

IDAHO

1 NE

rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr-Oct, Marked helipad on ramp in front of FBO building, ACTIVATE MIRL Rwv 02-20 and

(L) VORW/DME 114.1

continuously.

**BURLEY MUNI** (BYI)

4150 B S4

Trees.

RWY 02-20: H4094X80 (ASPH)

RWY 06-24: H4067X75 (ASPH)

RWY 06: Thid dsplcd 410', Railroad. RWY 24: VASI(V2R)-GA 3.0° TCH 47', Poles.

28

AIRPORT REMARKS: Attended May-Oct 1500-0000Z±, Nov-Apr Mon-Fri 1500-0000Z‡, Nov-Apr Sat 1500-1900Z‡, Birds in vicinity of all

S-23

RWY 02: VASI(V4L)—GA 3.5° TCH 40', Thid dspicd 620', Road. RWY 20: REIL, VASI(V2R)—GA 3.0° TCH 24', Thid dspicd 300'.

Rwy 06-24-CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr WEATHER DATA SOURCES: ASOS 135.575 (208) 677-3604. COMMUNICATIONS: CTAF 122.9 CONNERS RCO 122.05 (BOISE RADIO)

UTC-7(-6DT) N42°32.56′ W113°46.29′

S-43, D-60 MIRL 0.3% up SW

Chan 88 N42°34.82' W113°51.95'

FUEL 100LL, JET A OX 2 NOTAM FILE BYI

MIRL

TWIN FALLS APP/DEP CON 126.7 (1300-0400Z±) SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.

BYI CABIN CREEK USES (See BIG CREEK RANGER STATION)

#### CALDWELL INDUSTRIAL (EUL) 3 SE UTC-7(-6DT)

### 2432 B S4 FUEL 100LL, JET A NOTAM FILE EUL

RWY 12-30: H5500X100 (ASPH) S-72, D-86, 2S-109 MIRI RWY 12: PAPI(P4L)-GA 3.0° TCH 42', Road.

RWY 30: PAPI(P4L)-GA 3.0° TCH 45', Rgt tfc. AIRPORT REMARKS: Attended Mar-Oct 1500-0200Z±, Nov-Feb 1500-0000Z<sup>±</sup>, Parachute Jumping, + 363' radio tower located

MIRL Rwv 12-30 ACTIVATE-CTAF. WEATHER DATA SOURCES: AWOS-3 135.075 (208) 454-3953. COMMUNICATIONS: CTAF/UNICOM 122.7 SQUAW BUTTE RCO 122.45 (BOISE RADIO)

(R) BOISE APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 269° 20.1 NM to fld. 2876/17E. MPA N43°36.20' W116°32.34'

CAMAS CO (See FAIRFIELD)

(U65)

MERIDIAN NDB (MHW) 238

283° 4.8 NM to fld.

0 E UTC-7(-6DT) N43°18.53' W113°56.16'

N43°38.51' W116°38.15'

SALT LAKE CITY

C3

SALT LAKE CITY

SALT LAKE CITY

H-1C, L-11B

IAP

4067 X 75 €

100° 4.8 NM to fld. 4230/18E.

I-11C

IAP

CAREY

4783 NOTAM FILE BOI

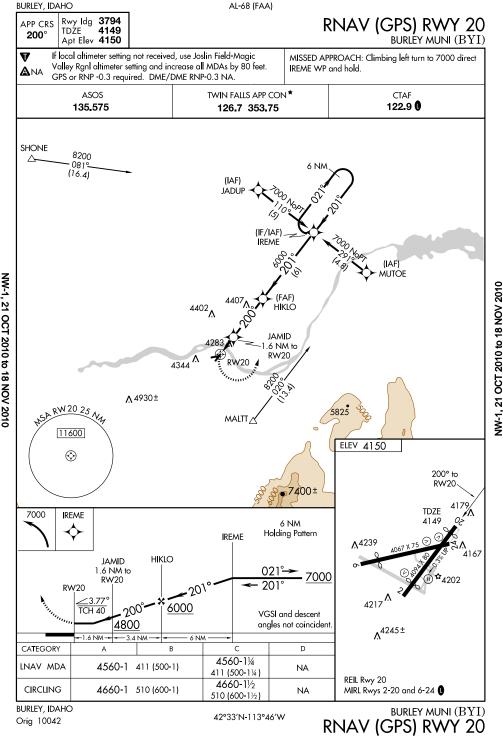
RWY 07-25: 2650X170 (TURF)

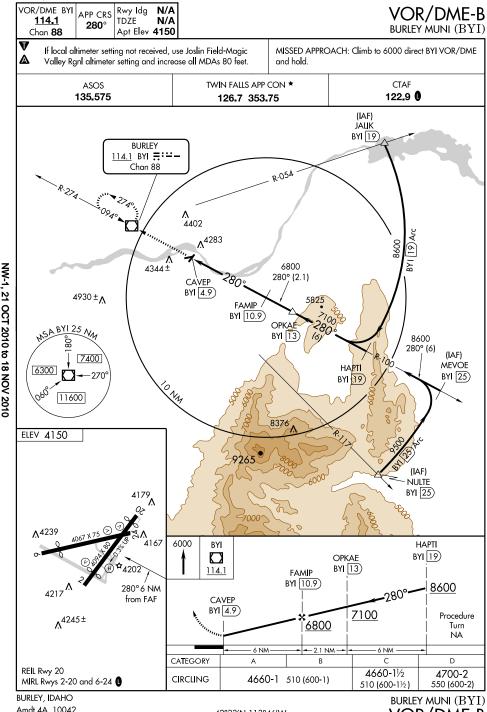
RWY 07: Fence.

COMMUNICATIONS: CTAF 122 9

RWY 25: Fence.

AIRPORT REMARKS: Unattended, Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07-25 edges and thids marked with concrete markers.





AL-68 (FAA)

Amdt 4A 10042

BURLEY, IDAHO

IDAHO

1 NE

rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr-Oct, Marked helipad on ramp in front of FBO building, ACTIVATE MIRL Rwv 02-20 and

(L) VORW/DME 114.1

continuously.

**BURLEY MUNI** (BYI)

4150 B S4

Trees.

RWY 02-20: H4094X80 (ASPH)

RWY 06-24: H4067X75 (ASPH)

RWY 06: Thid dsplcd 410', Railroad. RWY 24: VASI(V2R)-GA 3.0° TCH 47', Poles.

28

AIRPORT REMARKS: Attended May-Oct 1500-0000Z±, Nov-Apr Mon-Fri 1500-0000Z‡, Nov-Apr Sat 1500-1900Z‡, Birds in vicinity of all

S-23

RWY 02: VASI(V4L)—GA 3.5° TCH 40', Thid dspicd 620', Road. RWY 20: REIL, VASI(V2R)—GA 3.0° TCH 24', Thid dspicd 300'.

Rwy 06-24-CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr WEATHER DATA SOURCES: ASOS 135.575 (208) 677-3604. COMMUNICATIONS: CTAF 122.9 CONNERS RCO 122.05 (BOISE RADIO)

UTC-7(-6DT) N42°32.56′ W113°46.29′

S-43, D-60 MIRL 0.3% up SW

Chan 88 N42°34.82' W113°51.95'

FUEL 100LL, JET A OX 2 NOTAM FILE BYI

MIRL

TWIN FALLS APP/DEP CON 126.7 (1300-0400Z±) SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.

BYI CABIN CREEK USES (See BIG CREEK RANGER STATION)

#### CALDWELL INDUSTRIAL (EUL) 3 SE UTC-7(-6DT)

### 2432 B S4 FUEL 100LL, JET A NOTAM FILE EUL

RWY 12-30: H5500X100 (ASPH) S-72, D-86, 2S-109 MIRI RWY 12: PAPI(P4L)-GA 3.0° TCH 42', Road.

RWY 30: PAPI(P4L)-GA 3.0° TCH 45', Rgt tfc. AIRPORT REMARKS: Attended Mar-Oct 1500-0200Z±, Nov-Feb 1500-0000Z<sup>±</sup>, Parachute Jumping, + 363' radio tower located

MIRL Rwv 12-30 ACTIVATE-CTAF. WEATHER DATA SOURCES: AWOS-3 135.075 (208) 454-3953. COMMUNICATIONS: CTAF/UNICOM 122.7 SQUAW BUTTE RCO 122.45 (BOISE RADIO)

(R) BOISE APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 269° 20.1 NM to fld. 2876/17E. MPA N43°36.20' W116°32.34'

CAMAS CO (See FAIRFIELD)

(U65)

MERIDIAN NDB (MHW) 238

283° 4.8 NM to fld.

0 E UTC-7(-6DT) N43°18.53' W113°56.16'

N43°38.51' W116°38.15'

SALT LAKE CITY

C3

SALT LAKE CITY

SALT LAKE CITY

H-1C, L-11B

IAP

4067 X 75 €

100° 4.8 NM to fld. 4230/18E.

I-11C

IAP

CAREY

4783 NOTAM FILE BOI

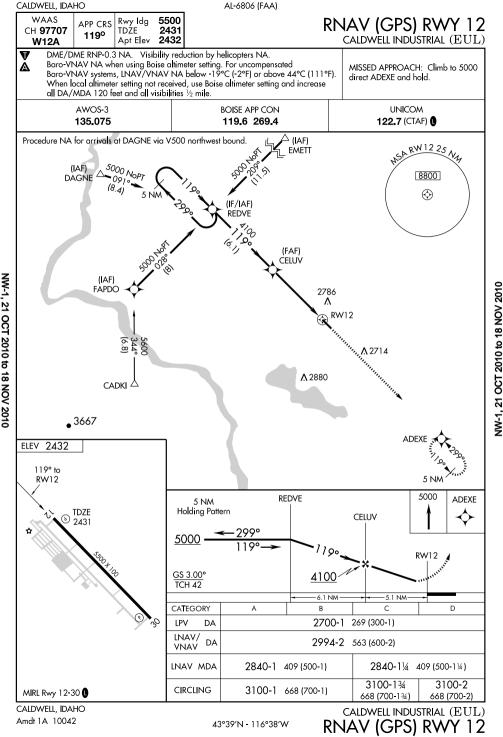
RWY 07-25: 2650X170 (TURF)

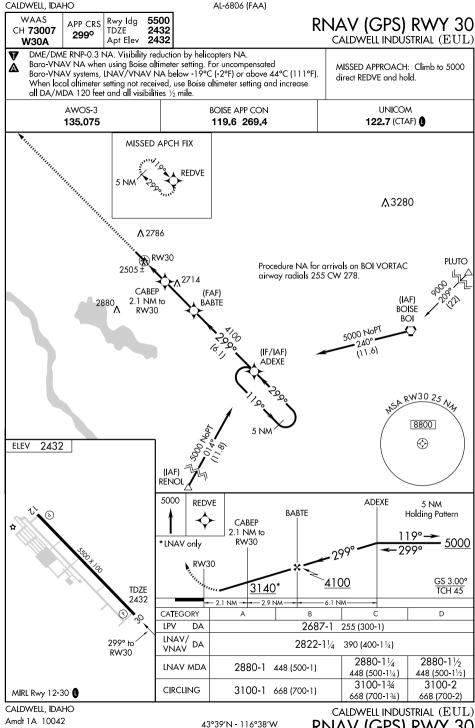
RWY 07: Fence.

COMMUNICATIONS: CTAF 122 9

RWY 25: Fence.

AIRPORT REMARKS: Unattended, Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07-25 edges and thids marked with concrete markers.





RNAV (GPS) RWY 30

CHAMBERLAIN USFS (See CHAMBERLAIN GUARD STATION)

### CHAMBERLAIN GUARD STATION

CHAMBERLAIN USFS (U79) 0 E UTC-7(-6DT) N45°22.74' W115°11.81' 5765 NOTAM FILE BOI

RWY 07-25: 4100X200 (TURF-DIRT) RWY 07: Trees. RWY 25: Tree.

RWY 15-33: 2700X140 (TURF) RWY 15: Hill. RWY 33: Trees. AIRPORT REMARKS: Unattended. Rwy 07-25 W 500' CLOSED indef. Rwy 07-25 rough sfc. Rwy 15-33 rough and

30

uneven surface. No twy available. Arpt subject to temporary closure early spring due to soft rwys. Rwy 07-25 and Rwy 15-33 thids marked and rwys outlined with yellow rocks. Rwy 15-33 has +2' pipe and -2' ditch across

rwy North of rwy 07-25 intersection. No twy from rwy 15-33 to Campgrounds. Rwy 15 120' timbered hill 1200' on centerline. Extensive rodent activity on both rwys. No telephone avbl at arpt. Private Stone Breaker Arpt

located 1 NM NE of Chamberlain USFS. COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE BROOKS SPB (S76)

2125 FUEL 100LL NOTAM FILE BOI

WATERWAY 11: Rgt tfc.

WATERWAY 11-29: 15000X2000 (WATER) WATERWAY 15-33: 15000X2000 (WATER)

WATERWAY 15: Rgt tfc. SEAPLANE REMARKS: Attended Mar-Oct 1700-dusk. Heavy boat tfc and parasail activity on and in vicinity of seaplane

base Idg area. Fly patterns over lake, do not overfly city. Helicopter ops in vicinity of Seaplane Base. Ultralight

acft operate in vicinity of SPB landing area. Adjacent boat marina may have dock space avbl. COEUR D'ALENE-PAPPY BOYINGTON FLD (COE) 9 NW UTC-8(-7DT)

N47°46.46' W116°49.18' 2320 B S4 FUEL 100, JET A OX 1, 2, 3, 4 Class IV, ARFF Index A

RWY 05-23: H7400X100 (ASPH-GRVD) S-57, D-95, 2S-121, 2D-165 RWY 05: MALSR. PAPI(P4R)-GA 3.0° TCH 56'. RWY 23: REIL. PAPI(P4R)-GA 3.0° TCH 50'.

RWY 01-19: H5400X75 (ASPH) S-50, D-83, 2S-105, 2D-150 MIRI 0.3% up N RWY 01: REIL. PAPI(P2L)-GA 3.0° TCH 39'. Rgt tfc. RWY 19: PAPI(P2L)-GA 3.0° TCH 41'.

RUNWAY DECLARED DISTANCE INFORMATION RWY 01: TORA-5400 TODA-5400 ASDA-5400 RWY 05:

TORA-7400 TODA-7400 ASDA-7400 RWY 19: TORA-5400 TODA-5400 ASDA-5400 RWY 23: TORA-7400 TODA-7400 AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z‡. For after hrs fuel-self svc avbl or call 208-772-6404, 208-661-4174,

208-661-7449, 208-699-5433. Self svc fuel avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 passenger seats call arpt manager 208-446-1860. Migratory

MALSR, thid bar extends 5' byd rwy edge lgts each side. ACTIVATE and Rwy 23-CTAF. REIL Rwy 23 opr only when HIRL on high ints. WEATHER DATA SOURCES: AWOS-3 135.075 (208) 772-8215. HIWAS 108.8 COE.

RC0 122.05 (BOISE RADIO) (R) SPOKANE APP/DEP CON 132.1 AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE COE.

> DME portion unusable: 220°-240° byd 15 NM

POST FALLS NDB (MHW) 347

**IDAHO** 

0 SW UTC-8(-7DT) N47°40.33' W116°47.16'

LDA-5400

HIRL

**GREAT FALLS** NOTAM FILE COE H-1C, L-13B 0.6% up NE

**GREAT FALLS** 

**GREAT FALLS** 

IAP

LDA-7400 LDA-5400 LDA-7400 03 03 MIRL Rwy 01-19, HIRL Rwy 05-23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05 and PAPI Rwy 01, Rwy 19, Rwy 05,

COMMUNICATIONS: CTAF/UNICOM 122.8

birds on and invof arpt Oct-Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD

(T) VORW/DME 108.8 COE Chan 25 N47°46.42′ W116°49.24′ at fld. 2290/19E.

LEN

N47°44.57′ W116°57.66′

ASDA-7400

HIWAS.

053° 6.0 NM to fld. ILS 110.7 I-COE Rwy 05 Class ID. Post Falls NDB. Localizer unusable 25° left and right of course.

280°-315° byd 15 NM blo 11,000'.

AWOS-3 135.075 SPOKANE DEP CON 132.1 263.0 UNICOM (CTAF) 122.8

TAKE-OFF MINIMUMS

Rwy 1, 19, 23: Standard. Rwy 5, Standard with minimum climb of 240' per NM to 5400

NOTE: Chart not to scale.

WW-1, 21 OCT 2010 to 18 NOV 2010

V

3900 or 3100-3 for climb in visual conditions. COEUR D'ALENE 108.8 COE Chan 25 N47°46.42′ - W116°49.24′ KARPS (3) N47°44.45' W116°45.17' R.10> 5300 R-052 **SPOKANE** 115.5 GEG • Chan 102 TAKE-OFF OBSTACLE NOTES Rwy 19, Trees beginning 165' from DER, 276' right of centerline, up to 109' AGL/2399' MSL. Tree 2914' from DER, 425' left of centerline, 38' AGL/2383' MSL. Rwy 5, Poles beginning 895' from DER, 690' right of centerline, up to 44' AGL/2354' MSL. Trees beginning 1149' from DER, 720' right of centerline, up to 103' AGL/2563' MSL.

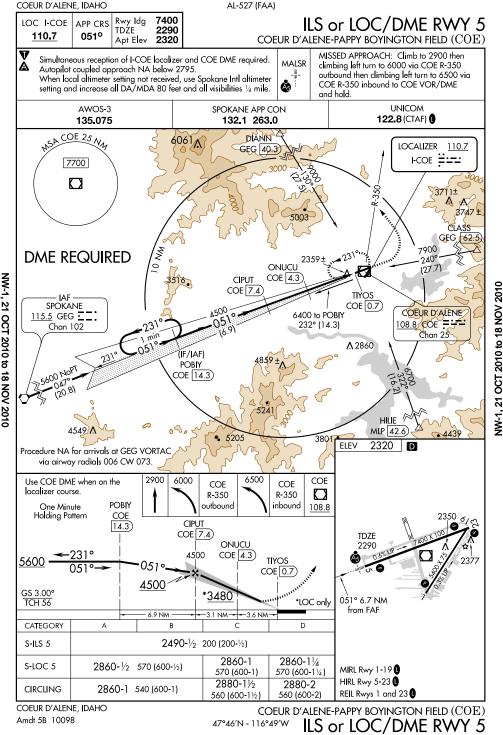
## DEPARTURE ROUTE DESCRIPTION

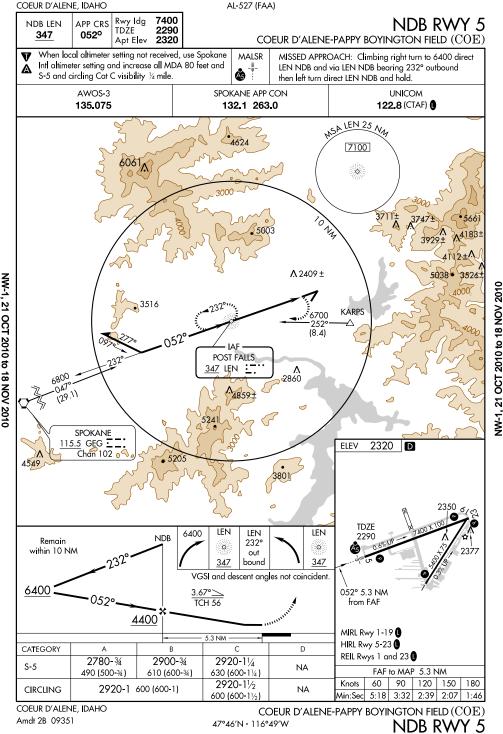
TAKE-OFF RUNWAY 1: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight. TAKE-OFF RUNWAY 5: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight or climb visual conditions to cross Coeur D'Alene-Pappy Boyington Field Airport at or above 5300 before proceeding on course.

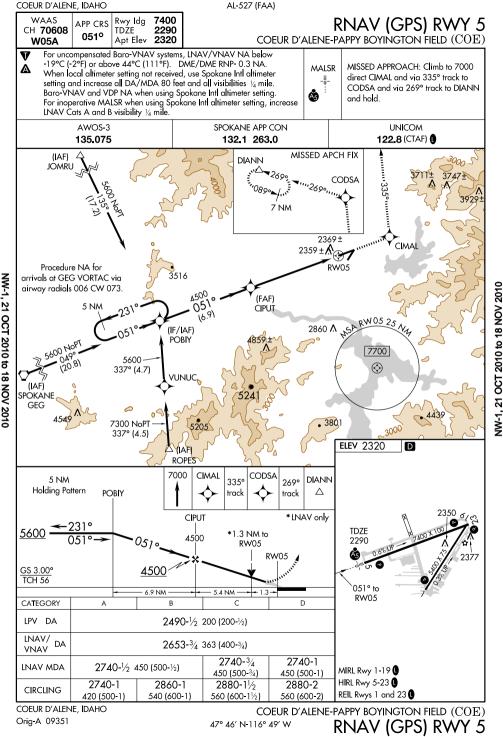
TAKE-OFF RUNWAY 19: Climbing right turn, thence.... TAKE-OFF RUNWAY 23: Climbing left turn, thence....

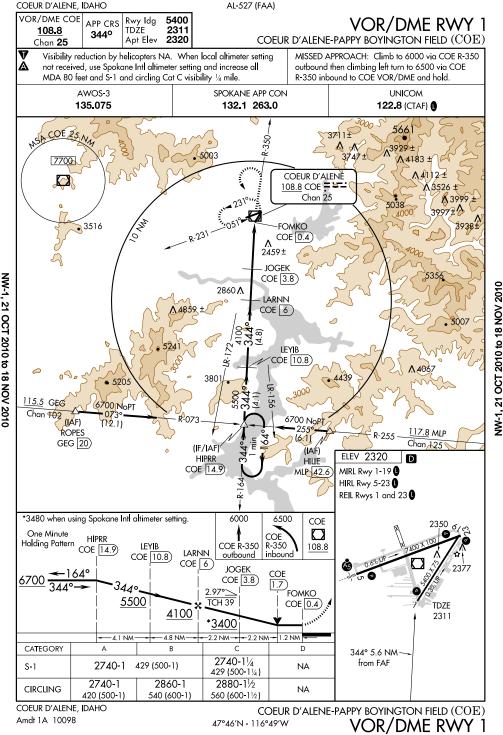
....climb on COE R-232 to 5300, then right direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.

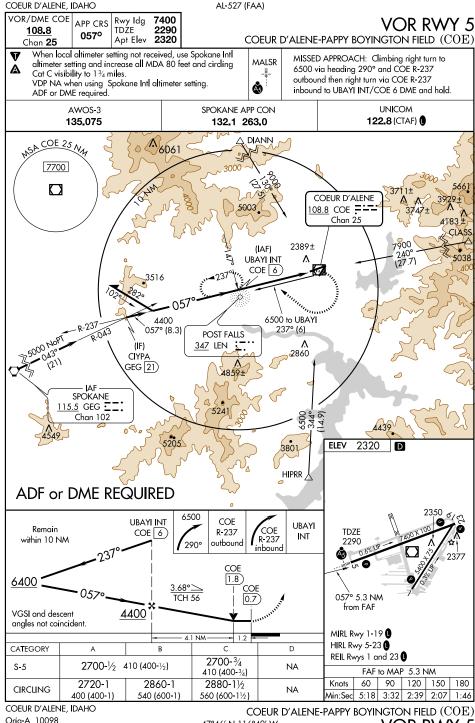
COEUR D'ALENE ONE DEPARTURE (OBSTACLE) COEUR D'ALENE, IDAHO COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)(COE1.COE) 10042











Orig-A 10098

NW-1, 21 OCT 2010 to 18 NOV 2010

RWY 35: Road.

LIRI

4906 B NOTAM FILE BOI

RWY 17-35: H3550X50 (ASPH)

RWY 17: Tank.

DRIGGS-REED MEM

S4

RWY 03-21: H7302X75 (ASPH) RWY 03: PAPI(P4L)-GA 3.0 TCH 45'.

1E UTC-7(-6DT) N42°25.45′ W112°06.57′ SALT LAKE CITY L-11D AIRPORT REMARKS: Unattended. Farm machinery to 20' high may be

33

SALT LAKE CITY

H-3E, L-11D

H-1D, L-11D

SALT LAKE CITY

IAP

located within 500' of apch to Rwy 17. For LIRL Rwy 17-35 and rotating beacon-key 122.8, five times. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE MLD. MALAD CITY (H) VORW/DME 117.4 MLD Chan 121 N42°11.99' W112°27.07' 031° 20.3 NM to fld. 7330/17E. 3550 X £

1 N UTC-7(-6DT) N43°44.55′ W111°05.87′

S-30, D-60 MIRL 1,2% up NE

FUEL 100LL, JET A, OX 2 NOTAM FILE DIJ

AIRPORT REMARKS: Attended Oct-May 1500-0000Z±, Jun-Sep 1400-0200Z‡. After hrs call 208-354-3100. Sailplane ops, heavy during summer months. Gliders use right traffic for Rwy 03 and left traffic for Rwy 21. Median between Rwy 03-21 and parallel twy not authorized for Idgs and takeoffs. ACTIVATE MIRL

RWY 21: REIL. PAPI(P4L)-GA 3.0 TCH 40'. Road. Rgt tfc.

(DIJ)

Rwy 03-21 and REIL Rwy 21-CTAF. PAPI Rwys 03 and 21 operate continuously. WEATHER DATA SOURCES: ASOS 120.775 (208) 354-6661. COMMUNICATIONS: CTAF/UNICOM 122.7 SALT LAKE CENTER APP/DEP CON 132.4 RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33' W112°12.56' 098° 52.5 NM to fld. 4915/15E.

SALT LAKE CITY

**DUBOIS** N44°05.33′ W112°12.56′ NOTAM FILE BOI.

(H) VORTACW 116.9 DBS Chan 116

DUBOIS MUNI (U41) 1 SE UTC-7(-6DT) N44°09.74′ W112°13.24′ 5123 NOTAM FILE BOI

RWY 16-34: 4600X100 (TURF) RWY 34: Rgt tfc. RWY 16: Road.

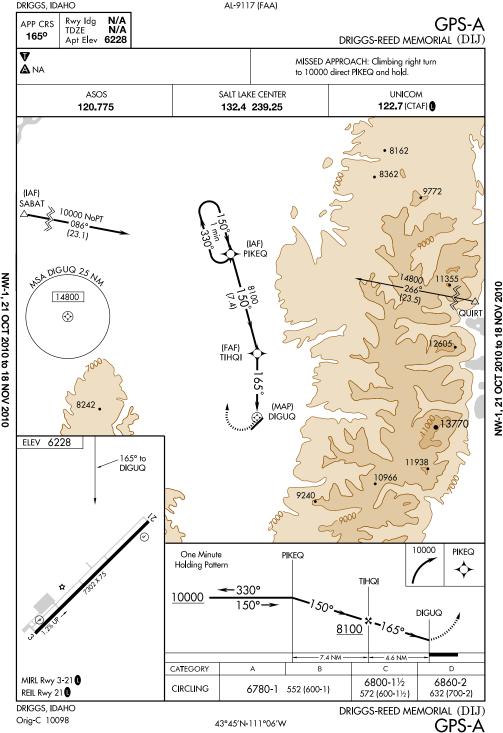
AIRPORT REMARKS: Unattended. No winter maintenance. Rwv 16-34 is centered between boundary markers. Rwv

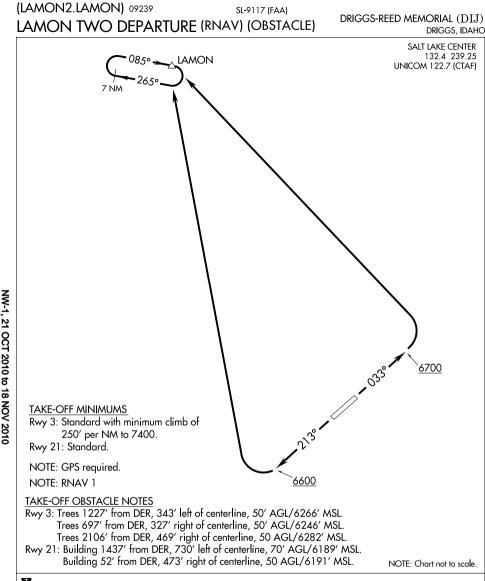
ECKHART INTL

16-34 cone boundary markers 125' each side of rwy centerline and wood panels across both thids. Rwy 16 +6' fence at 100' and 250' from thid on centerline. +75' steeple 1400' from thid, 100' left. **COMMUNICATIONS: CTAF 122.9** 

206° 19.1 NM to Mud Lake (West Jefferson Co). 4915/15E.

(See PORTHILL)





### V DEPARTURE ROUTE DESCRIPTION

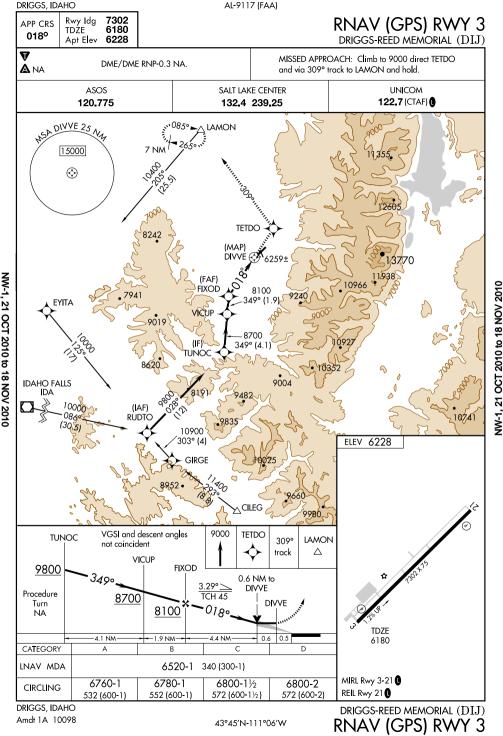
TAKE-OFF RUNWAY 3: Climb heading 033° to 6700, then climbing left turn direct LAMON. Thence....

TAKE-OFF RUNWAY 21: Climb heading 213° to 6600, then climbing right turn direct LAMON. Thence....

....cross LAMON at or above MEA for direction of flight. If required, continue climb in LAMON holding pattern to cross LAMON at or above MEA for direction of flight.

LAMON TWO DEPARTURE (RNAV) (OBSTACLE)

DRIGGS, IDAHO DRIGGS-REED MEMORIAL (DIJ)



IDAHO GUUDING MIINI (GNG) 3 SW UTC-7(-6DT) N42°55.03' W114°45.91'

AIRPORT REMARKS: Attended 1500-0000Z±. For arpt attendant after hours call 208-539-5934 or 208-934-8298. Considerable helicopter ops. ACTIVATE MIRL Rwv 07-25-CTAF, 3 clicks

BLISS RCO 122.4 (BOISE RADIO) SALT LAKE CENTER APP/DEP CON 118 05 RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79'

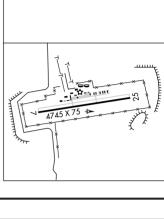
FUEL 100LL, JET A NOTAM FILE BOI

MIRI

1.4% up NE

S-12.5

W114°29.37′ 317° 28.9 NM to fld. 4140/18E. STEELHEAD NDB (MHW) 211 HDG N42°54.97' W114°40.45' 255° 4.0 NM to fld. NOTAM FILE BOI, NDB unusable byd 15 NM.



SALT LAKE CITY I-11C

**GREAT FALLS** 

H-1C. L-13B

ΙΔΡ

ΙΔΡ

### GRANGFVILLE IDAHO CO (S8Ø) 1 N UTC-8(-7DT) N45°56.55' W116°07.41'

**GRAHAM USFS** 

B S4

RWY 07: Road.

RWY 07-25: H4745X75 (ASPH)

medium ints-5 clicks high ints. COMMUNICATIONS: CTAF/UNICOM 122.8

36

RWY 07: REIL. Thid dspicd 100'. Road. AIRPORT REMARKS: Unattended, 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer

S2

RWY 07-25: H5101X75 (ASPH)

COMMUNICATIONS: CTAF 122.9

DONNELLY (H) VORTACW 116.2

(See ATLANTA)

FUEL 100LL, JET A NOTAM FILE BOI

S-75, D-95, 2D-145

(R) SEATTLE CENTER APP/DEP CON 123 95 RADIO AIDS TO NAVIGATION: NOTAM FILE MYL. DNJ

W116°12.38' 344° 70.6 NM to fld. 7333/19E.

months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07-25 operates continuously.

Chan 109 N44°46.03'

MIRL 0.5% up E

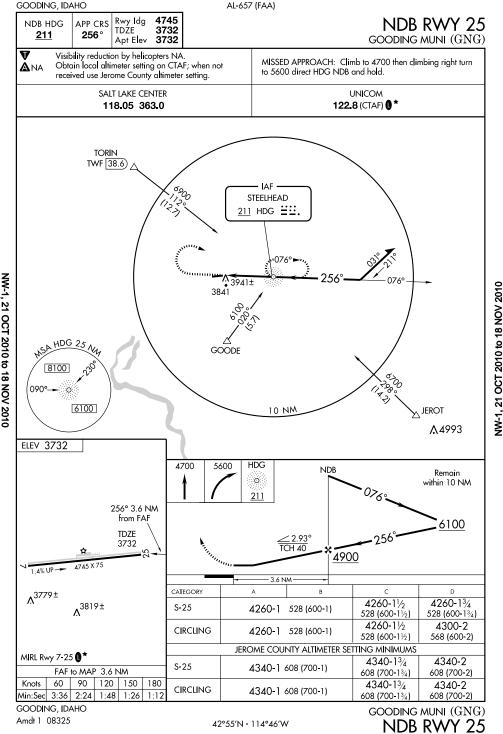
GRASMERE (U91) UTC-7(-6DT) N42°22.40′ W115°52.77′ 0 S NOTAM FILE BOI RWY 05-23: 2750X150 (DIRT)

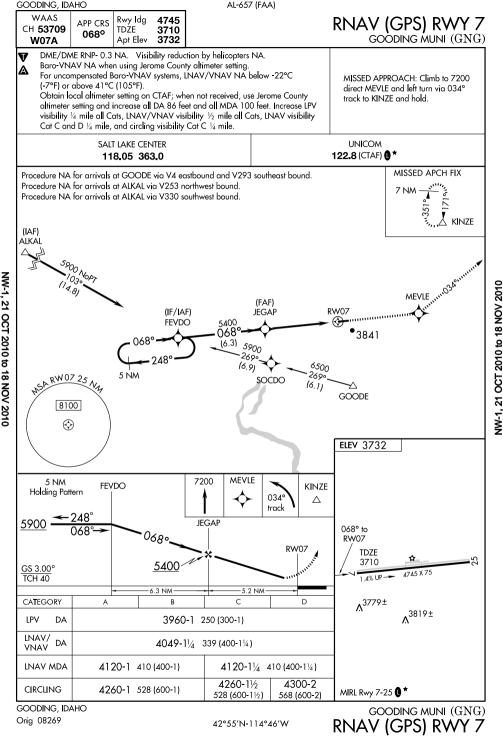
RWY 05: Fence.

COMMUNICATIONS: CTAF 122.9

arpt.

SALT LAKE CITY AIRPORT REMARKS: Unattended, Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4' fence at 90' on centerline, 7' road at 150' on center, 65' marked powerline at 900' on centerline. Rwy 05-23 edges and thids marked with white rocks. No winter maintenance. No telephone avbl at





GOODING, IDAHO AL-657 (FAA) WAAS Rwy Idg 4745 RNAV (GPS) RWY 25 APP CRS CH 45909 TDŹE 3732 248° Apt Elev GOODING MUNI (GNG) 3732 W25A DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Jerome County altimeter setting Δ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). MISSED APPROACH: Climb to 5900 Obtain local altimeter setting on CTAF; when not received, use Jerome County direct FEVDO and hold. altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile. SALT LAKE CENTER UNICOM 122.8 (CTAF) 0 \* 118.05 363.0 (IAF) NSA RW 25 25 NZ Procedure NA for arrivals at KINZE via V330 northeast bound. KINZE Procedure NA for arrivals at JEROT via V4 eastbound. 8100  $\Diamond$ NW-1, 21 OCT 2010 to 18 NOV 2010 (FAF) (IF) MEVLE 5400 WABNU RW25 248 (6.3)**FEVDO** 3941± ...... 3841 5 NM ELEV 3732 (IAF) JEROT 4993 ∧ 5900 **FEVDO** WABNU **MEVLE** 6300 248° to Procedure RW25 Turn NA **RW25** 5400 GS 3.00° 4745 X 75 **TDZE** TCH 40 1.4% UP -3732 5 NM 6.3 NM ∧<sup>3779±</sup> CATEGORY Α C D ^<sup>3819±</sup> LPV DΑ 4006-1 274 (300-1) LNAV/ DA 4211-13/4 479 (500-13/4) VNAV 4200-11/4 4200-11/2 LNAV MDA 4200-1 468 (500-1) 468 (500-11/4) 468 (500-11/2) 4260-11/2 4300-2 **CIRCLING 4260-1** 528 (600-1) MIRL Rwy 7-25 () \* 528 (600-11/2) 568 (600-2) GOODING, IDAHO GOODING MUNI (GNG) Orig 08269 42°55′N-114°46′W RNAV (GPS) RW

IDAHO GUUDING MIINI (GNG) 3 SW UTC-7(-6DT) N42°55.03' W114°45.91'

AIRPORT REMARKS: Attended 1500-0000Z±. For arpt attendant after hours call 208-539-5934 or 208-934-8298. Considerable helicopter ops. ACTIVATE MIRL Rwv 07-25-CTAF, 3 clicks

BLISS RCO 122.4 (BOISE RADIO) SALT LAKE CENTER APP/DEP CON 118 05 RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79'

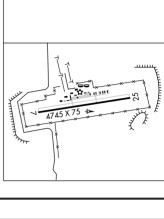
FUEL 100LL, JET A NOTAM FILE BOI

MIRI

1.4% up NE

S-12.5

W114°29.37′ 317° 28.9 NM to fld. 4140/18E. STEELHEAD NDB (MHW) 211 HDG N42°54.97' W114°40.45' 255° 4.0 NM to fld. NOTAM FILE BOI, NDB unusable byd 15 NM.



SALT LAKE CITY I-11C

**GREAT FALLS** 

H-1C. L-13B

ΙΔΡ

ΙΔΡ

### GRANGFVILLE IDAHO CO (S8Ø) 1 N UTC-8(-7DT) N45°56.55' W116°07.41'

**GRAHAM USFS** 

B S4

RWY 07: Road.

RWY 07-25: H4745X75 (ASPH)

medium ints-5 clicks high ints. COMMUNICATIONS: CTAF/UNICOM 122.8

36

RWY 07: REIL. Thid dspicd 100'. Road. AIRPORT REMARKS: Unattended, 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer

S2

RWY 07-25: H5101X75 (ASPH)

COMMUNICATIONS: CTAF 122.9

DONNELLY (H) VORTACW 116.2

(See ATLANTA)

FUEL 100LL, JET A NOTAM FILE BOI

S-75, D-95, 2D-145

(R) SEATTLE CENTER APP/DEP CON 123 95 RADIO AIDS TO NAVIGATION: NOTAM FILE MYL. DNJ

W116°12.38' 344° 70.6 NM to fld. 7333/19E.

months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07-25 operates continuously.

Chan 109 N44°46.03'

MIRL 0.5% up E

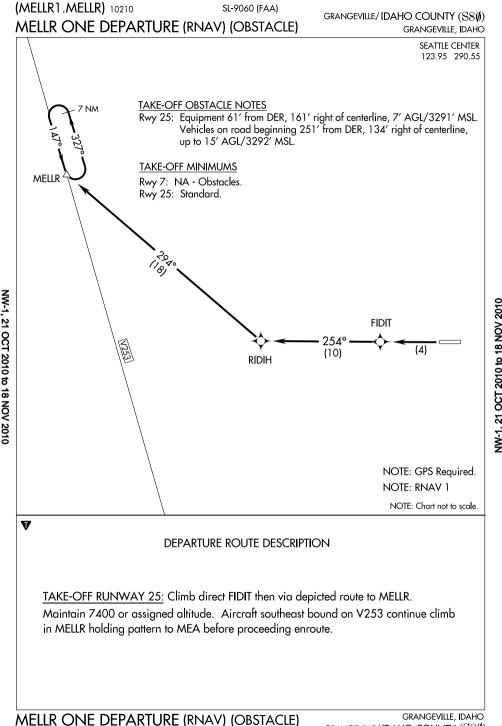
GRASMERE (U91) UTC-7(-6DT) N42°22.40′ W115°52.77′ 0 S NOTAM FILE BOI RWY 05-23: 2750X150 (DIRT)

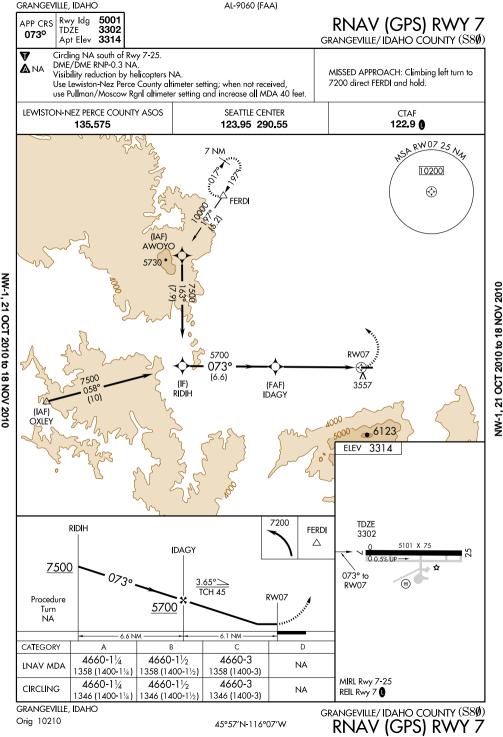
RWY 05: Fence.

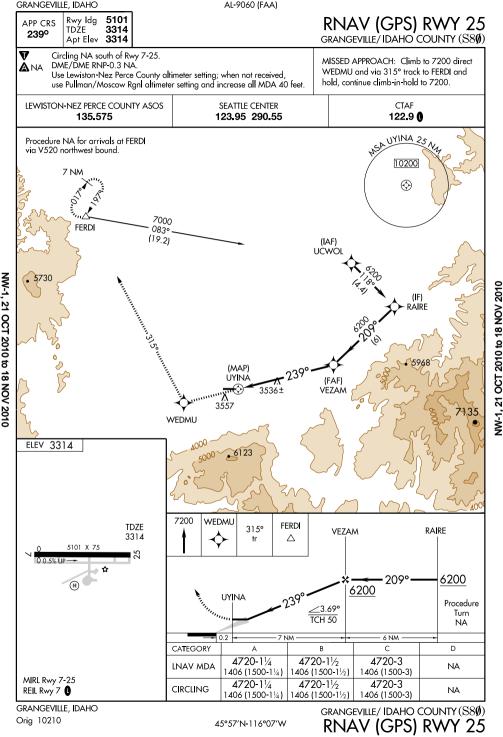
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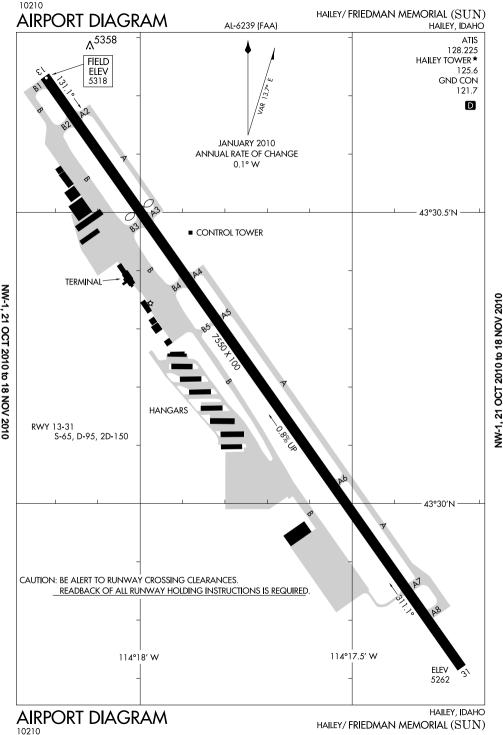
arpt.

SALT LAKE CITY AIRPORT REMARKS: Unattended, Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4' fence at 90' on centerline, 7' road at 150' on center, 65' marked powerline at 900' on centerline. Rwy 05-23 edges and thids marked with white rocks. No winter maintenance. No telephone avbl at









IDAHO

NOTAM FILE SUN.

1 W UTC-7(-6DT) N43°40.63' W113°36.16'

332° 10.8 NM to Friedman Mem. NDB unmonitored.

080°-280°.

Mountains

Chan 25 N43°19.75' W114°14.55' 332° 10.8 NM to fld. NOTAM FILE

# **GROUSE**

ANTELOPE VALLEY (U92) NOTAM FILE BOI 6180 RWY 05-23: 3450X130 (TURF) RWY 05: Road.

> AIRPORT REMARKS: Unattended, CLOSED to wheeled acft winters. No winter maintenance, Recommend Idg Rwy 05: tkf Rwy 23 when wind conditions allow, Arpt located in mountain valley surrounded by high terrain, Rwy 05-23

edges and thid marked with white rock. +5' sagebrush adjacent to both rwy edges and Rwy 05 thid. COMMUNICATIONS: CTAF 122 9

RWY 23: P-line.

HAIIFY N43°19.75′ W114°14.55′

NDB/DME (MHW) 220 HLE Chan 25 DME unmonitored. NDB portion unusable:

310°-350° bvd 6 NM DME unusable:

280°-080° bvd 12NM RCO 122.4 (BOISE RADIO)

HAILEY (SUN)

FRIFDMAN MFM B S4 FUEL 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A

RWY 13-31: H7550X100 (ASPH-GRVD) S-65, D-95, 2D-150 RWY 13: Thid dspicd 1701'. Road. RWY 31: PAPI(P4L)-GA 3.5° TCH 55'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION RWY 13: TORA-7150 TODA-7550 ASDA-7150 RWY 31: TORA-5850 TODA-7550 ASDA-6631

AIRPORT REMARKS: Attended dawn-dusk, Fuel avbl after dusk PPR 208-788-9511. Airfield sfc conditions not monitored between the hours of 0600Z‡ and 1400Z‡. Bird activity SE end Rwy 31. When twr closed land Rwy 31-tkf Rwy 13 due to opposite direction traffic: use landing lights in traffic pattern. Due to opposite traffic: approach Rwy 31 along E side of valley: depart Rwy 13 along W

side of valley: show landing light. Ctc aprt manager 208-788-4956 or 208-788-3702 for noise abatement procedures. APU ops Itd to 30 minutes maximum run time. Not recommended for night use or in marginal weather by unfamiliar pilots due to mountainous terrain. Twy A open between Twys A2 and A3 daylight hours only. Twys A-5 and B-5 restricted to acft with wingspans of 49' or less (Acft Design Group I) only. PPR for

all unscheduled acft ops utilizing acft with a type certificate for

208-788-4956. No locked brake turns. ACTIVATE HIRL Rwy 13-31-CTAF when twr clsd. PAPI Rwy 31 opr 24 hrs. Ldg fee for acft greater than 6,000 lbs. WEATHER DATA SOURCES: AWOS-3 128.225 (208) 788-9213. LAWRS.

ATIS 128,225 (208) 788-2108 COMMUNICATIONS: CTAF 125.6 UNICOM 122.95

more than 30 passenger seats. PPR for all scheduled air carrier ops between 0600-1300Z‡ call arpt manager

HAILEY RCO 122.4 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 118.05. HAILEY TOWER 125.6 (1400-0600Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1400-0600Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.

SUN, NDB unmonitored, DME unmonitored. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HAILEY NDB/DME (MHW) 220

BURLEY (L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′

HLE

1 SE UTC-7(-6DT) N43°30.23′ W114°17.73′ SALT LAKE CITY H-3D, L-11C NOTAM FILE SUN HIRL 0.8% up NW IAP. AD LDA-5450 Mountains LDA-6631

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SALT LAKE CITY

SALT LAKE CITY

I-11C

323° 58.6 NM to fld. 4230/18E.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 763' from DER, 3' right of centerline, up to 100' AGL/5345' MSL.

125.6 SALT LAKE CENTER 118.05 353.0 UNICOM 122.95

HAILEY TOWER★

GND CON

121.7

WW-1, 21 OCT 2010 to 18 NOV 2010

ATC climb of 400' per NM to 7300. Rwy 31: NA, Obstacles. NOTE: GPS Required. NOTE: RNAV 1.

**AMOME** SIRPE 17000 8400 ÷9200 240° [V444-500] (171 V500 **SOLDE PRESN** V500 8600 V5007 REAPS 9500

v

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010

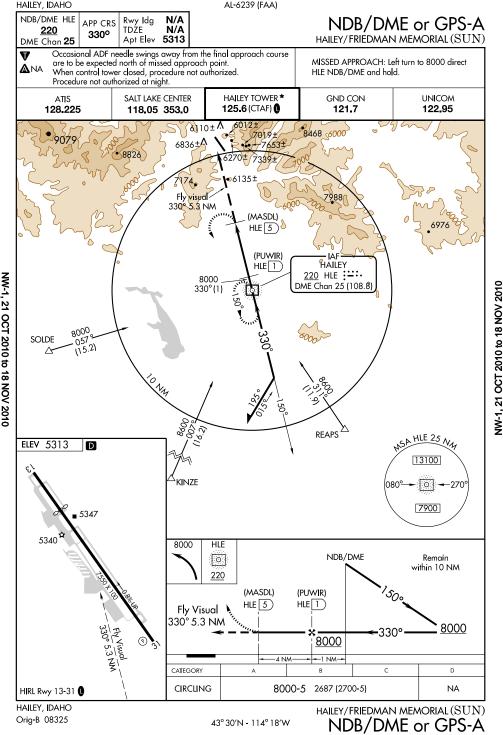
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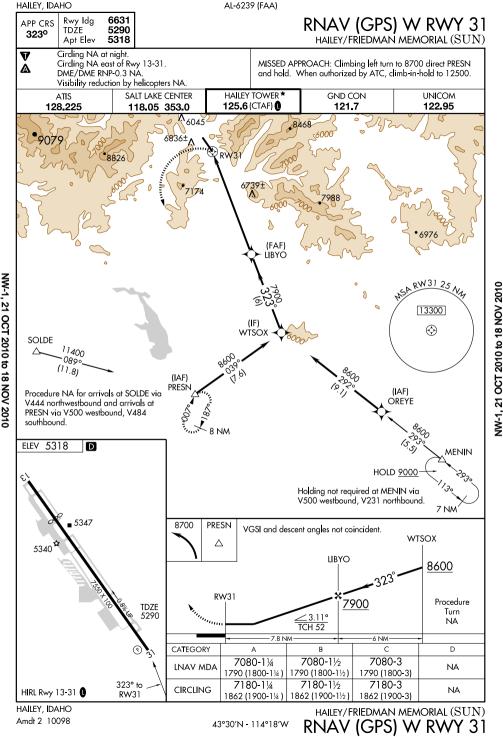
TAKE-OFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE to cross SIRPE; cross SIRPE at or above 8400, Thence...via (Transition).

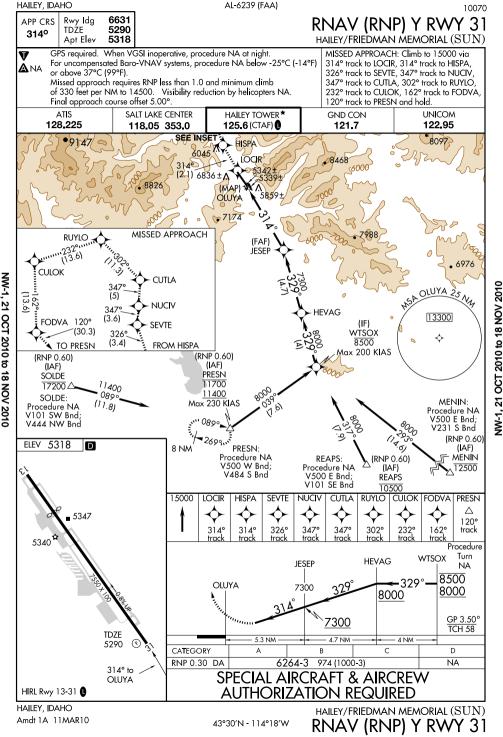
PRESN TRANSITION (AUREL2.PRESN) REAPS TRANSITION (AUREL2.REAPS) SOLDE TRANSITION (AUREL2.SOLDE)

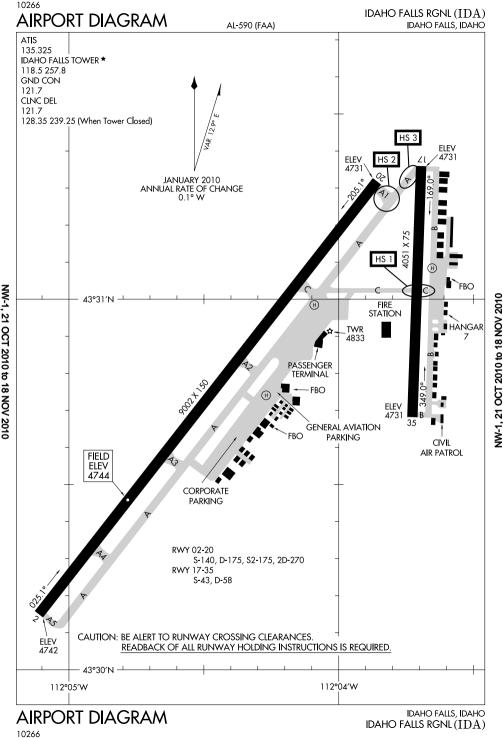
AURELIA TWO DEPARTURE (RNAV) (AUREL2.AUREL) 07298

HAILEY, IDAHO HAILEY/FRIEDMAN MEMORIAL (SUN)









IDAHO 39

HIRI

Class I. ARFF Index B

Rwy 17-35: 4051 X 75

SALT LAKE CITY

H-3D, L-11D

**GREAT FALLS** 

IAP. AD

IDAHO FALLS RGNL (IDA) 2 NW UTC-7(-6DT) N43°30.82′ W112°04.25′ B S4 FUEL 100LL, JET A1 OX 1, 2, 3, 4 TPA-See remarks

RWY 02: REIL. VASI(V4L)-GA 3.0° TCH 50'.

RWY 20: MALSR, PAPI(P4L)-GA 3.0° TCH 49'. RWY 17-35: H4051X75 (ASPH) S-43. D-58 MIRL RWY 17: PAPI(P4L)-GA 3.0° TCH 40'. RWY 35: PAPI(P4L)-GA 3.5° TCH 45', Antenna. AIRPORT REMARKS: Attended 1230-0430Z‡. Sfc conditions

NOTAM FILE IDA

524-6048

unmonitored Nov-Mar 0600-1130Z‡ and Apr-Oct 2230-1200Z‡. with more than 30 passenger seats call arpt manager

RWY 02-20: H9002X150 (ASPH-GRVD) S-140, D-175, 2S-175, 2D-270

Flocks of birds and waterfowl on and invof arpt all year. Extensive agricultural ops. Acft ops be alert for possible incursions, no line of sight between rwys. 24 hr PPR for unscheduled air carrier ops 208-529-1221. TPA-6244 (1500) multi-engine/turbojet acft, 5744 (1000) single-engine acft, 5244 (500) rotorcraft. Rwy 20 touchdown runway visual range avbl. When twr is clsd, Twy A between Twy A1 and the hold short line for Rwy 17 is clsd in order

COMMUNICATIONS: CTAF 118.5 ATIS 135.325 (208) 524-6048. **IINICOM** 122 95 RCO 122.55 (BOISE RADIO)

to protect Rwy 20 precision apchs. When twr clsd, ACTIVATE HIRL Rwy 02-20, REIL Rwy 02 and MALSR Rwy 20-CTAF. WEATHER DATA SOURCES: ASOS 135.325 (208) 524-4553 or (208)

TOWER 118.5 (1400-0300Z±) GND CON 121.7 CLNC DEL 121.7 (1400-0300Z±) 128.35 (SALT LAKE CITY CENTER 0300-1400Z±)

(R) SALT LAKE CENTER APP/DEP CON 128.35

AIRSPACE: CLASS D svc 1400-0300Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.

(H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14′ W112°03.84′ at fld. 4724/15E. 024° 6 3 NM to fld

SWEDEN NDB (MHW) 350 SWU N43°25.93′ W112°09.75′ NDB unusable 025°-080° beyond 20 NM all altitudes.

UCONN NDB (LOM) 324 ID N43°35.87′ W111°58.84′ 201° 6.4 NM to fld.

ILS/DMF 111 1 I\_IDA Chan 48 Rwv 20 Class IB. LOM UCONN NDB.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

#### INDIAN CREEK USES (S81) 0 NE UTC-7(-6DT) N44°45.67′ W115°06.44′

4701 NOTAM FILE BOI

RWY 04-22: 4650X40 (DIRT)

RWY 04: Tree. RWY 22: Tree.

COMMUNICATIONS: CTAF 122 9

AIRPORT REMARKS: Unattended. No winter maintenance. Tfc observance in vicinity of Pistol Creek Arpt located 2.5 miles upstream. Be advised USFS recommends, when departing up or down stream remain in main canyon. Do not attempt to climb outside canyons. Rwy 04-22 edges and thids marked with white rocks, Rwy 04-22 40' useable width, rwy edge markers are 100' apart.

### HOT SPOTS

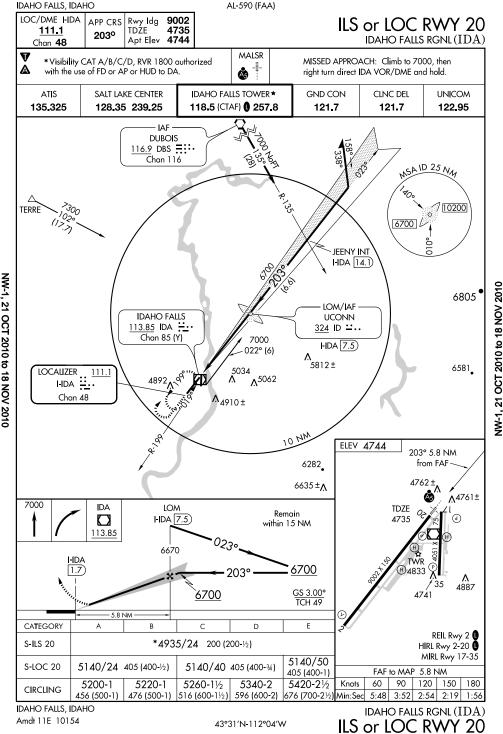
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

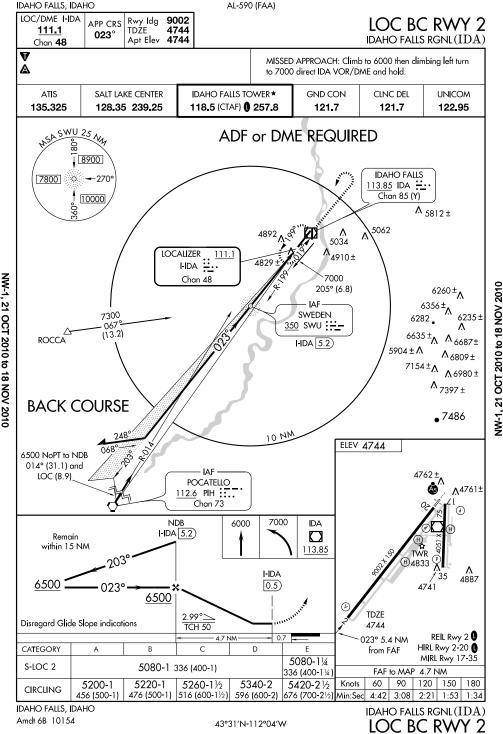
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

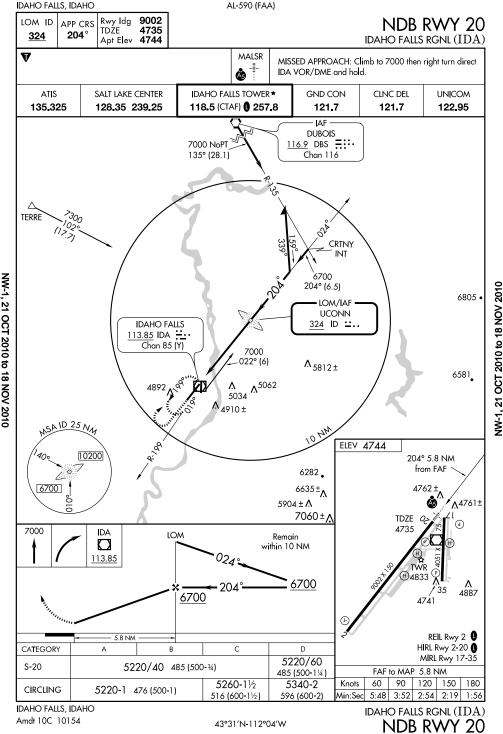
increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

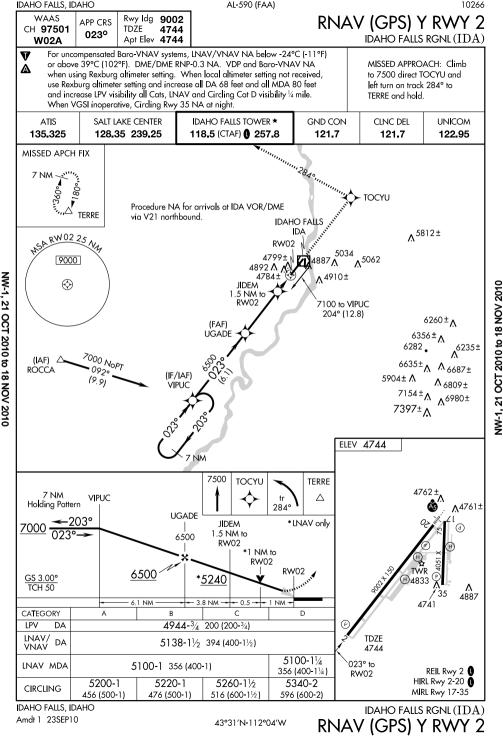
21 OCT 2010 to 18 NOV 2010

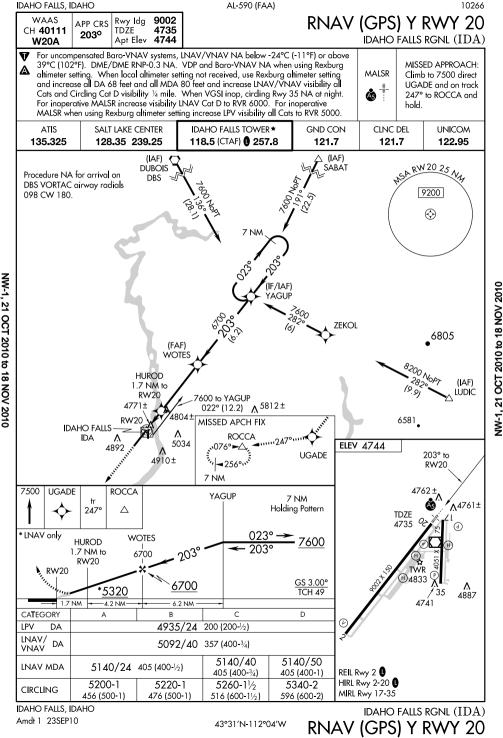
10266				
		HOT SPOTS		
(CONTINUED)				
CITY/AIRPORT	HOT SPOT	DESCRIPTION*		
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.		
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.		

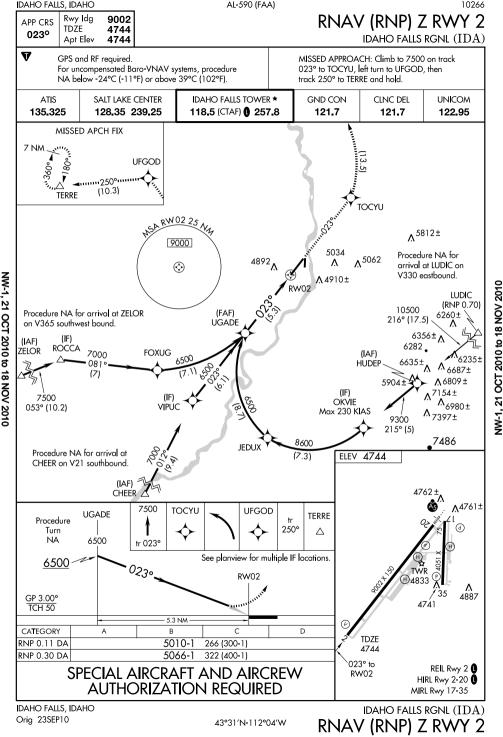


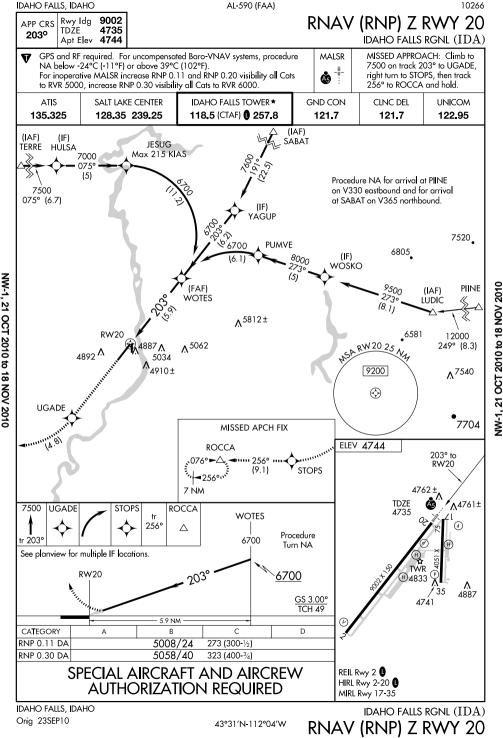


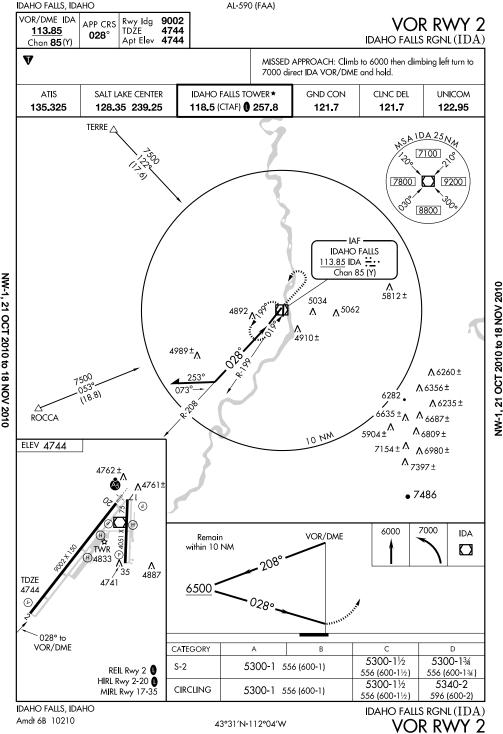


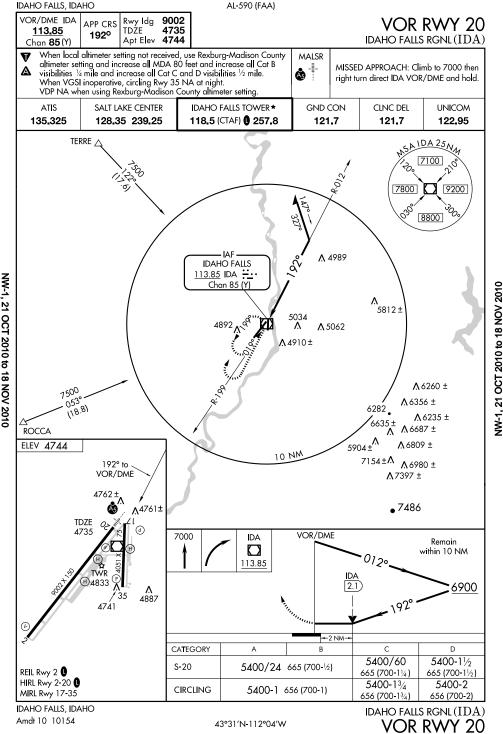












IDAHO IFROME CO (JER) 3 E UTC-7(-6DT) N42°43.60' W114°27.40'

40

B S4 FUEL 100LL, JET A NOTAM FILE JER H-3D. L-11C RWY 09-27: H5001X75 (ASPH) S-12.5 MIRI 1.8% up E ΙΔΡ RWY 09: PAPI(P4L)-GA 3.0° TCH 40', Rgt tfc. RWY 27: Fence. AIRPORT REMARKS: Attended continuously. Deer and wildlife on arpt. CAUTION: Tower 690' AGL located 1.8 NM east-northeast of arpt. Reflectors on parallel twv. ACTIVATE MIRL Rwv 09-27 and arpt bcn-CTAF. WEATHER DATA SOURCES: ASOS 135.225 (208) 324-7076. COMMUNICATIONS: CTAF/UNICOM 122 8 TWIN FALLS APP/DEP CON 126.7 (1300-0400Z±)

SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 348° 14.9 NM to fld. 4140/18E.

INHNSON CREEK

INSLIN FLD-MAGIC VALLEY RGNI (See TWIN FALLS)

(See YELLOW PINE)

KAMIAH MUNI (S73) 1 SF UTC-8(-7DT) N46°13.19′ W116°00.83′

TPA-2194(1000) NOTAM FILE BOI

RWY 14-32: 3000X90 (TURF) LIRL (NSTD) RWY 14: Brush. Rgt tfc. RWY 32: Fence.

AIRPORT REMARKS: Attended irregularly, Numerous obstructions on both rwy apchs, Downdrafts prevalent over river on

Rwy 32 apch, Canadian geese on and in vicinity of arpt. Not recommended transient pilots land after dark

without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy conditions during winter months call arpt manager 208-935-0089, ACTIVATE LIRL Rwv 14-32-CTAF.

MIRL

COMMUNICATIONS: CTAF 122.9 **KELLOGG** 

SHOSHONE CO (S83) 3 W UTC-8(-7DT) N47°32.84' W116°11.34' 2227 B S3 FUEL 100LL RWY 07-25: H5316X75 (ASPH) S-14 RWY 07: Tree. Rgt tfc.

AIRPORT REMARKS: Attended daylight hours. ACTIVATE MIRL Rwy 07-25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 W115°38.76'

TPA-3227(1000) NOTAM FILE BOI RWY 25: Thid dsplcd 335'. Tree.

> Washington To San Tananan Tanan High Timbered Ridge

SALT LAKE CITY

**GREAT FALLS** 

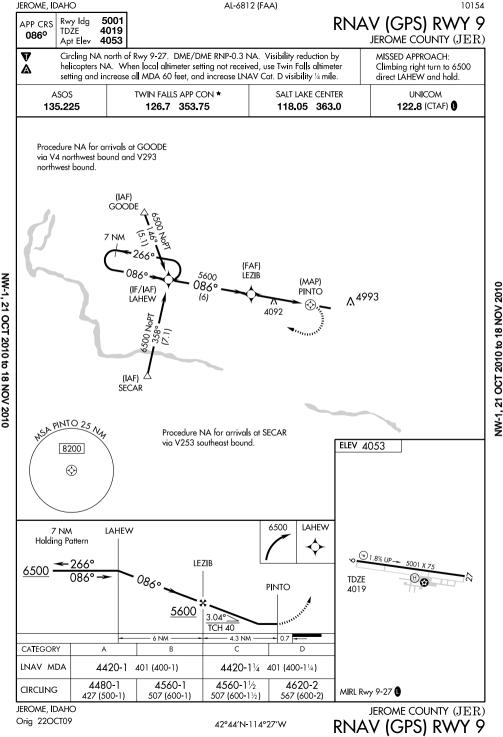
GREAT FALLS

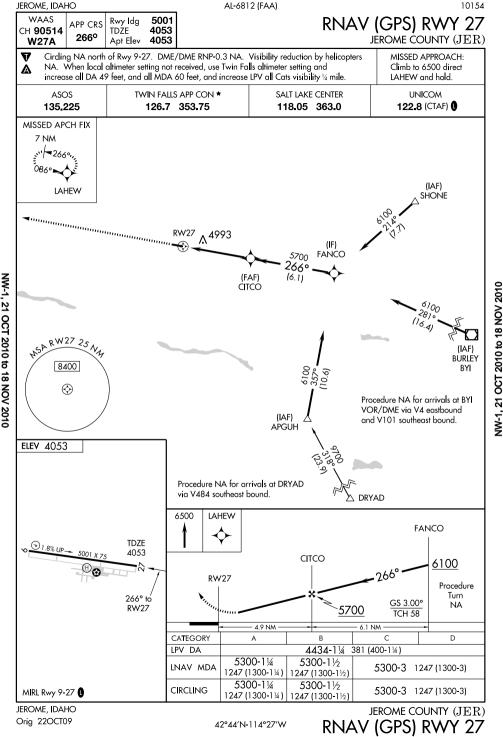
H-1D, L-13B

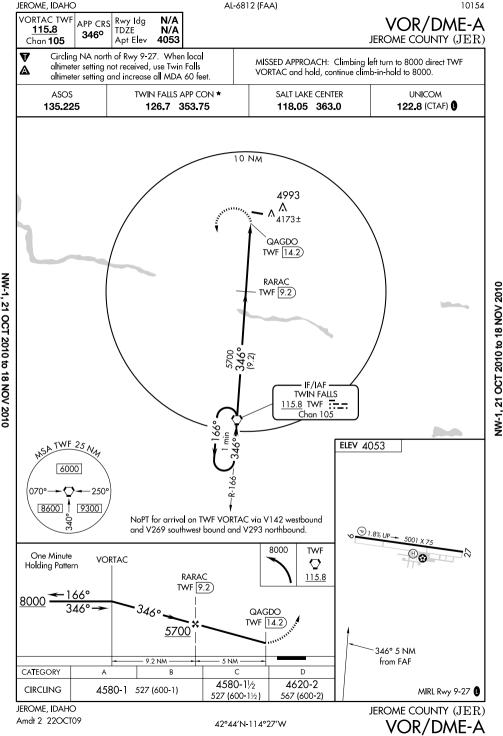
Residential Area

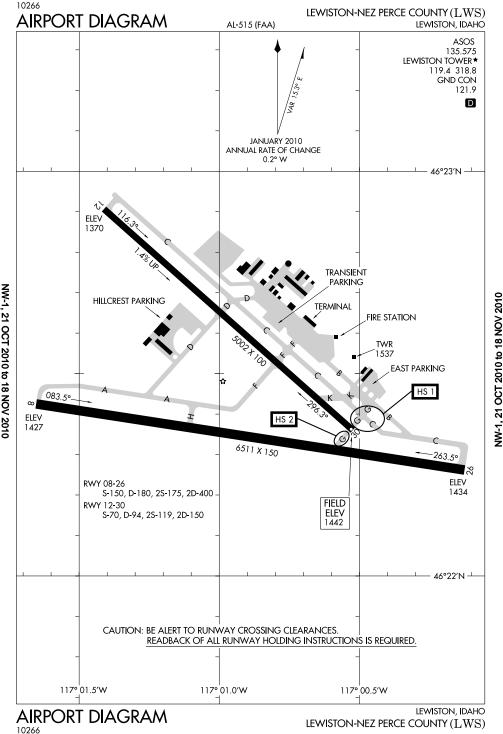
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP. MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42'

264° 22.7 NM to fld. 6100/20E.









IDAHO LEADORE (UØØ) 0 S UTC-7(-6DT) N44°40.39' W113°21.15'

RWY 34: Fence

RWY 11-29: 3500X140 (ASPH-TURF) RWY LGTS (NSTD) RWY 29: Fence.

# COMMUNICATIONS: CTAF 122.9

B S4

NOTAM FILE LWS

2D-150 MIRL

RUNWAY DECLARED DISTANCE INFORMATION

LEE WILLIAMS MEM

LEMHI CO

LEWISTON

RWY 11: Poles. RWY 16-34: 2900X90 (TURF) RWY 16: Building.

NOTAM FILE BOI

42

6018

Rwy 11-29 surface rough. Rwy 16-34 surface rough. Rwy 11 last 1200' not lgtd.

(See MIDVALE) (See SALMON)

1.4% up SE

RWY 12: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc. RWY 30: VASI(V4R)-GA 3.0° TCH 47'. Antenna.

RWY 26: TORA-6511 TODA-6511 ASDA-6511

RWY 30: TORA-5002 TODA-5002 ASDA-5002

except PPR call arpt manager 208-746-7962 other times call

acft activity invof arpt. TPA-Heavy and turbine powered acft 3002(1560) all others 2502(1060). When twr clsd ACTIVATE MALSR Rwy 26, REIL Rwy 08 and Rwy 12-CTAF. WEATHER DATA SOURCES: ASOS 135.575 (208) 746-4185. LAWRS.

UNICOM 122.95

**LEWISTON-NEZ PERCE CO** (LWS) 2 S UTC-8(-7DT) N46°22.47′ W117°00.92′

FUEL 100, 100LL, JET A TPA-See Remarks Class I, ARFF Index A

RWY 08-26: H6511X150 (ASPH-PFC)

S-150, D-180, 2S-175, 2D-400 RWY 08: REIL. VASI(V4L)-GA 3.0° TCH 45'. Rgt tfc.

RWY 26: MALSR. PAPI(P4L)-GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Unattended. Numerous buildings in apch to Rwy 11. Rwy 11-29 2300' asph section starting at Rwy 11 end. Rwy 16 -3' road at 200' on centerline, +30' pole 250' 60' left, numerous other obstruction to +10' at 100' to 400' in the apch zone. Agricultural irrigation equipment +15' may be located within 50' of AER 34.

RWY 12-30: H5002X100 (ASPH-GRVD) S-70, D-94, 2S-119,

HIRL

Residential Area

Golf Course

RWY 08: TORA-6511 TODA-6511 ASDA-6511 LDA-6511 RWY 12: TORA-5002 TODA-5002 ASDA-5002 LDA-5002 LDA-6511 LDA-5002 AIRPORT REMARKS: Attended 1330-0500Z‡. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 1500-0100Z‡ station number 4 208-743-0172. Frequent no radio agricultural

+16' Ridge

(a)

**GREAT FALLS** 

SEATTLE

IAP, AD

H-1C, L-13B

SEATTLE CENTER APP/DEP CON 123.95 TOWER 119.4 (1400-0600Z±) **GND CON 121.9** AIRSPACE: CLASS D svc 1400-0600Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.

NEZ PERCE (L) VORW/DME 108.2 MOG Chan 19 N46°22.89′ W116°52.17′ 246° 6.1 NM to fld. 1720/20E. DME unmonitored.

SNAKE RIVER SPB (78U) 1 SW UTC-8(-7DT) N46°23.99′ W117°03.06′

COMMUNICATIONS: CTAF 119.4

RC0 122.35 (BOISE RADIO)

ILS 109.7 I-LWS Rwy 26. Class IE. ILS unmonitored when tower closed. Autopilot coupled approaches not applicable blo 2500 ft.

NOTAM FILE BOI WATERWAY N-S: 3000X150 (WATER)

WATERWAY S: P-line.

SEAPLANE REMARKS: Attended Apr-Oct 1500Z‡-dusk and Nov-Mar irregularly. P-lines cross Snake River north, south

above and below landing area. Bridge across Snake River N of landing area. CAUTION: Landing area within

Lewiston-Nez Perce County CLASS D airspace, ctc Lewiston twr. Waterway N-S waterlane length and width varies. Heavy boat traffic in vicinity of Seaplane Base.

COMMUNICATIONS: CTAF 122.9 LIBERATOR N42°58.96′ W115°46.46′ NOTAM FILE BOI. (L) VORW 114.9 LIA 354° 9.1 NM to Mountain Home Muni.

L-11B

SALT LAKE CITY

SEATTLE

### HOT SPOTS

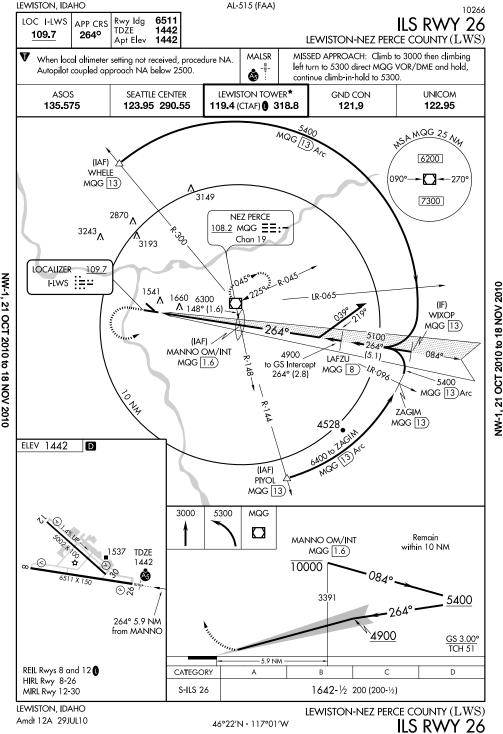
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

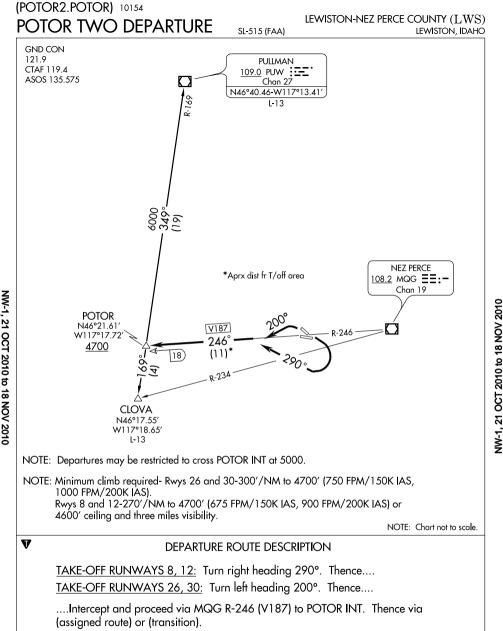
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increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

21 OCT 2010 to 18 NOV 2010

10266				
		HOT SPOTS		
(CONTINUED)				
CITY/AIRPORT	HOT SPOT	DESCRIPTION*		
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.		
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.		





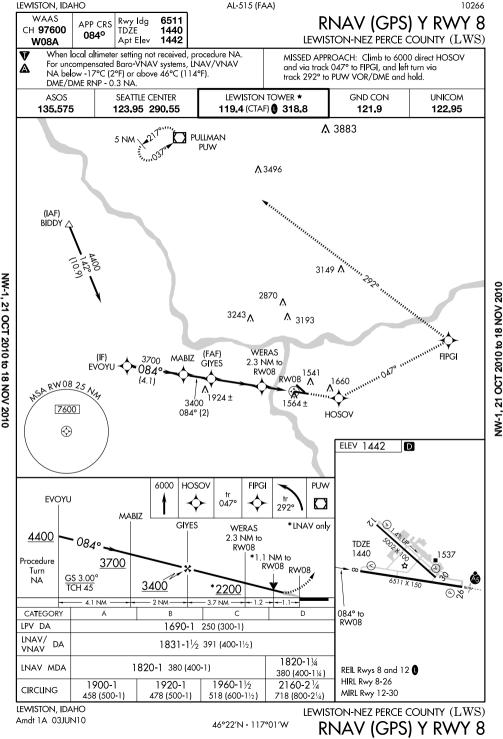
CLOVA TRANSITION (POTOR2.CLOVA): From over POTOR INT via PUW R-169

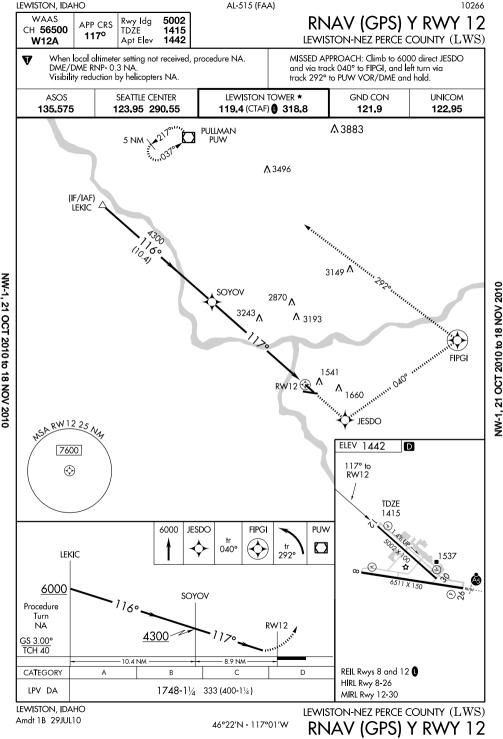
PULLMAN TRANSITION (POTOR2.PUW): From over POTOR INT via PUW R-169

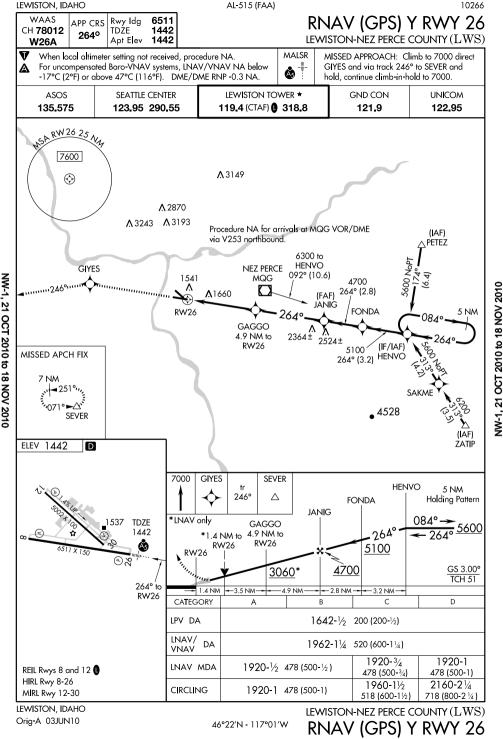
## POTOR TWO DEPARTURE

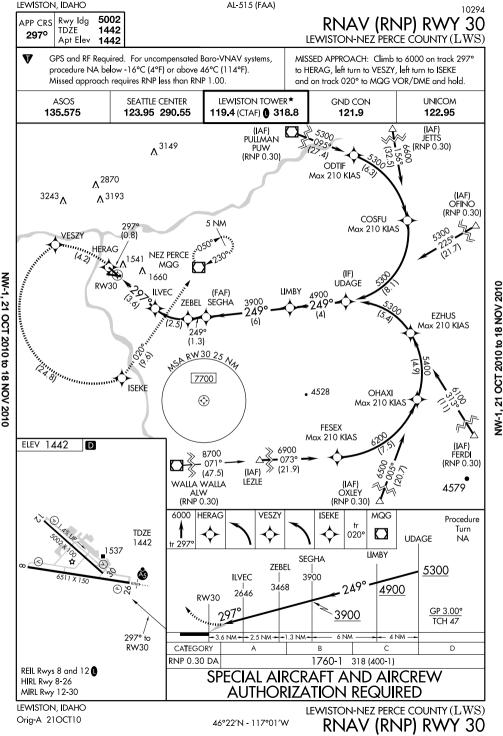
to CLOVA INT.

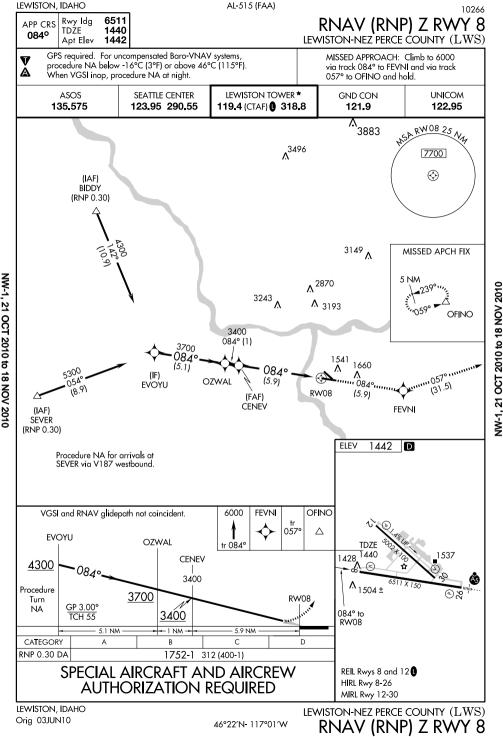
to PUW VOR/DME.

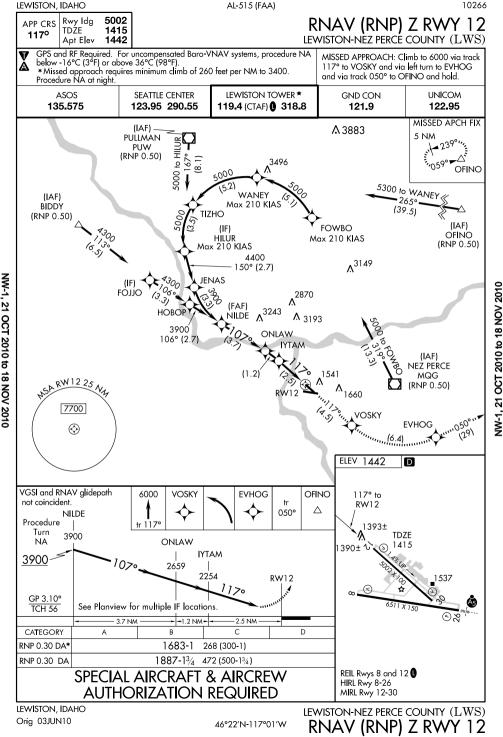


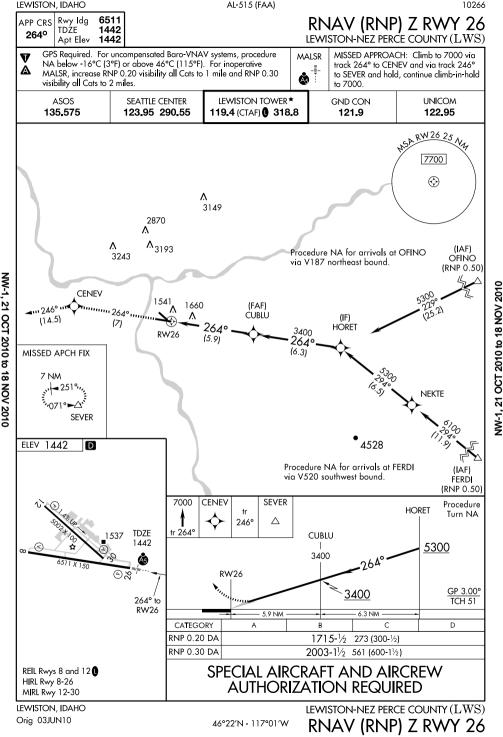




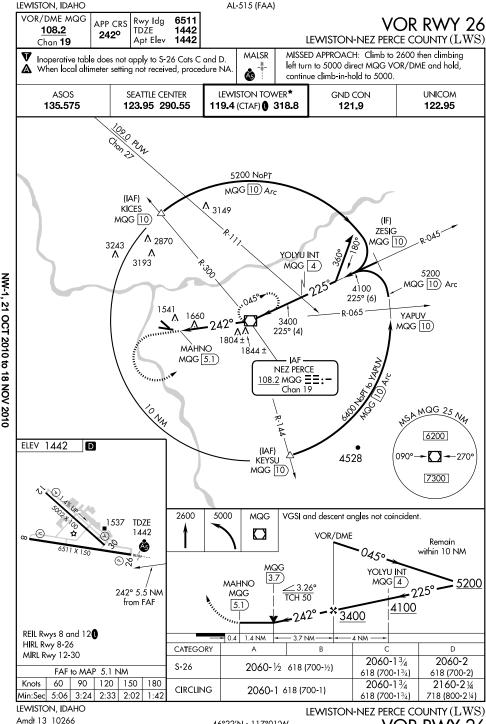








WW-1, 21 OCT 2010 to 18 NOV 2010



WW-1, 21 OCT 2010 to 18 NOV 2010

IDAHO

FUEL 100LL, JET A. A1+ NOTAM FILE MYL

S-45, D-78, 2D-135

N44°53.32′ W116°06.11′

343° 5 0 NM

0.3% up N

R S4

RWY 16-34: H6108X75 (ASPH)

obscuring thid on short final. Rwy 16 has a marked 50' blast pad. USFS practices parachute jumps invof arpt. No helicopter parking in fixed wing tie down areas. Increased Forest Service flight opns during summer months. Parallel twy closed Dec 1-Apr 30, APU's

SALT LAKE CENTER APP/DEP CON 128.05 RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

HELIPAD H1: H100X80 (ASPH)

McCARLEY FLD

NDB (MHW) 238

MC CALL MUNI (MYL) OS UTC-7(-6DT)

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Road. RWY 34: REIL. VASI(V2L)-GA 3.0° TCH 40'. Ground. AIRPORT REMARKS: Attended daylight hours. 2 hr prior notice rgr for snow removal at night call (208) 634-1488/630-4659. Big game animals may be on or in vicinity of rwy. Recommend landing Rwy 34, tkf Rwy 16, when wind conditions permit. Rwy 16 trees

may not be started until 30 min prior to engine start. WEATHER DATA SOURCES: ASOS 119.925 (208) 634-7198. COMMUNICATIONS: CTAF/UNICOM 122 8 CASCADE RCO 122.35 (BOISE RADIO)

DNJ Chan 109 N44°46.03' DONNELLY (H) VORTACW 116.2 012° 8.6 NM to fld. 7333/19E. W116°12.38' NDB (MHW) 363 IOM N44°48.34′ W116°06.14′ to fld. NOTAM FILE MYL. NDB unusable byd 15 NM.

HELIPORT REMARKS: Helipad H1 lighted.

MERIDIAN N43°36.20′ W116°32.34′ NOTAM FILE BOL

136° 1.5 NM to Nampa Muni.

(See BLACKFOOT)

MIDVALE

LEE WILLIAMS MEM

(ØU9)

NOTAM FILE BOI 2617

MPA

1 SW UTC-7(-6DT) N44°27.68' W116°45.48'

RWY 08: Fence. RWY 26: Fence. AIRPORT REMARKS: Unattended. No winter maintenance, arpt CLOSED when snow conditions indicate. Rwy 26 +30' pline at 600' on cenerline +35' bldg at 400' on centerline, +150' pline at 5000' on centerline. Rwy 08-26 250' grayl ovrn each end. No telephone avbl at arpt.

RWY 08-26: H2875X60 (ASPH)

(1UØ)

COMMUNICATIONS: CTAF 122 9

COMMUNICATIONS: CTAF 122.9 CASCADE RCO 122.35 (BOISE RADIO)

RWY No. Road

MIDWAY

MINIDOKA BEAR TRAP

(See ATOMIC CITY)

15 NE

SALT LAKE CITY L-11B SALT LAKE CITY

6108 X 75

UTC-7(-6DT) N42°58.52' W113°21.05'

NOTAM FILE BOI

RWY 06-24: 2250X120 (TURF-DIRT)

AIRPORT REMARKS: Unattended. Rwy 06-24 subject to ongoing damage by livestock, ground vehicles and rodents. No

winter maintenance. No line of sight between rwy ends. Rwy 06-24 edges and thlds marked with white rock.

SALT LAKE CITY

45

IAP

GREAT FALLS

H-1C, L-13B

ASOS 119.925

## MCCALL ONE DEPARTURE (OBSTACLE)

BOISE RADIO
122.35
SALT LAKE CENTER
128.05 306.95

DONNELLY

116.2 DNJ =::Chan 109
N44°46.03'-W116°12.38'
L-13, H-1

N44°48.34'-W116°06.14'

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 291' from DER, 550' left of centerline, up to 101' AGL/5180' MSL.

Pole 3083' from DER, 1271' right of centerline, 34' AGL/5113' MSL.

Pole 4218' from DER, 521' left of centerline, 29' AGL/5128' MSL. Shrub 63' from DER, 289' left of centerline, 7' AGL/5013' MSL.

Bldg 1066' from DER, 524' right of centerline, 36' AGL/5035' MSL.

Terrain beginning 1832' from DER, 445' left of centerline, up to 5079' MSL.

Terrain beginning 1236' from DER, 159' right of centerline, up to 5097' MSL.

TAKE-OFF MINIMUMS

Rwy 16: 200-1 or standard with minimum climb of 362′ per NM to 5300.

Rwy 34: NA - Obstacles.

NOTE: ADF required

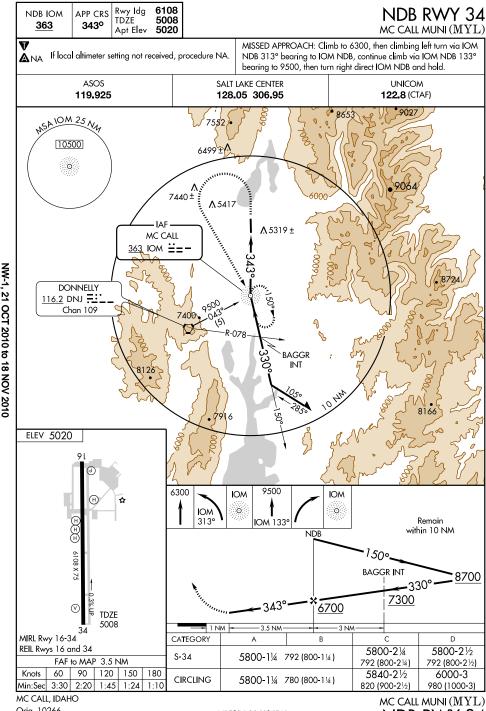
NOTE: Chart not to scale.



NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9600 direct IOM NDB and via IOM NDB 150° bearing then climbing right turn to 10400 direct DNJ VORTAC, continue climb-in-hold to 10400 before proceeding on course.



AL-6936 (FAA)

Orig 10266

MC CALL, IDAHO

NDB RWY 34

NW-1, 21 OCT 2010 to 18 NOV 2010

MC CALL, IDAHO Orig 08APR10

MIRL Rwy 16-34

REIL Rwys 16 and 34

34

MC CALL MUNI (MYL)
RNAV (GPS) RWY 16

2.7 NM

5540-11/2

516 (600-11/2)

5840-21/2

816 (900-21/2)

6.3 NM

D

NA

NA

2.4 NM

NW-1, 21 OCT 2010 to 18 NOV 2010

2.1 NM

Α

1.4 NM

5540-1 516 (600-1)

5660-1 636 (700-1)

1 NM

1.5 NM

В

0.4

CATEGORY

LNAV MDA

CIRCLING

MC CALL, IDAHO AL-6936 (FAA) 10266 6108 Rwy Ida RNAV (GPS) Y RWY 34 APP CRS 5012 TDŹE 342° MC CALL MUNI (MYL) 5024 Apt Elev V DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 12000 direct WUTPU Visibility reduction by helicopters NA. and via track 285° to PAMUV and via track 235° to A \*Missed approach requires minimum climb of 380' per NM 8000 SUMOQ and hold, continue climb-in-hold to 12000 ASOS SALT LAKE CENTER UNICOM 119,925 128.05 306.95 122.8 (CTAF) MISSED APCH FIX **PAMUV** Sommer Services WUTPU 5417 △ SUMOQ 5223± 2800.1. (MAP) 7 NM DOQAN 7400 (FAF) AYDAP **AZBOR** NSA DOQAN 25 1/2 10600 **(** 

NW-1, 21 OCT 2010 to 18 NOV 2010 ELEV 5024 (IAF) SIDZÝ 12000 WUTPU PAMUV SUMOQ tr 7 NM 235° ☆ 285° Δ PEPUC. Holding Pattern **AZBOR** AYDAP 10000 .336° 23.07° 6108 X 75 DOQAN TCH 55 8600 7600 VGSI and descent angles not coincident. - 5.5 NM · 0.9 6.9 NM -4.2 NM -CATEGORY **TDZE** 5580-11/2 5580-13/4 5012 LNAV MDA\* 5580-1 568 (600-1) 34 568 (600-11/2) 568 (600-13/4) 6600-11/2 6600-11/4 LNAV MDA 6600-3 1588 (1600-3) 1588 (1600-11/4) 1588 (1600-11/2) MIRL Rwy 16-34

MC CALL, IDAHO Amdt 1 08APR10

REIL Rwys 16 and 34

MC CALL MUNI (MYL) RNAV (GPS) Y RWY 34

6600-3 1576 (1600-3)

NW-1, 21 OCT 2010 to 18 NOV 2010

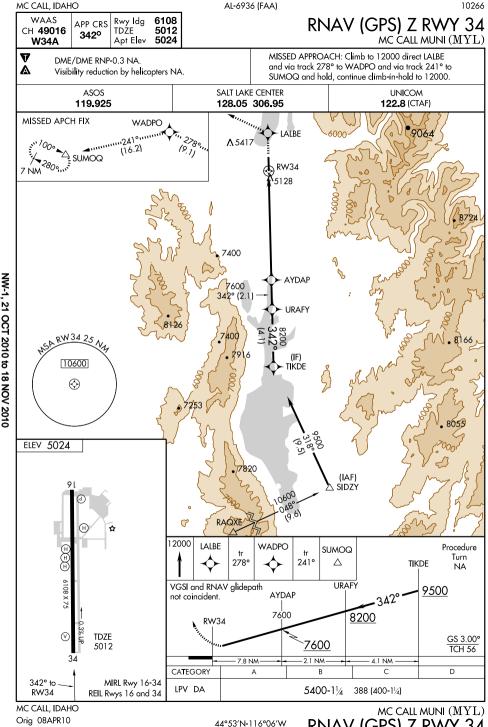
6600-11/4

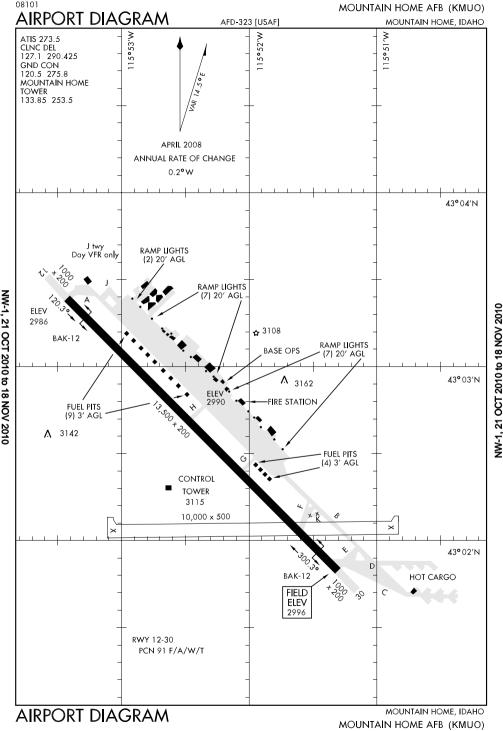
1576 (1600-11/4)

CIRCLING

6600-11/2

1576 (1600-11/2)





RWY 22: Trees.

#### MOOSE CREEK RANGER STATION MOOSE CREEK (USFS) (1U1) 0 SW UTC-7(-6DT) 2454 NOTAM FILE BOI

46

RWY 01-19: 4100X250 (TURF) RWY 01: Trees. RWY 19: Trees. RWY 04-22: 2300X200 (TURF)

RWY N4: Trees

AIRPORT REMARKS: Unattended. Rwy 01-19 CLOSED Nov 1 thru Memorial Day weekend, except for skis on snow. Ctc USFS arot manager 208-926-4258, for briefings and rwy conditions, Rwy 01-19 recommend ldg Rwy 19 tfk Rwy

01 when wind conditions permit, Land Rwy 04, tkf Rwy 22, go around not recommended, Rwy 01-19 muddy spring and winter. Use Rwy 04-22 early spring and late fall/winter when possible due to better drainage and

firmer surface. Rwys subject to temporary closures. Big game animals on and in vicinity of arpt. Skis winter months. No winter maintenance.

COMMUNICATIONS: CTAF 122.9

MOUNTAIN HOME AFB (MUO)(KMUO) TPA—See Remarks 2996 R

RWY 12-30: H13501X200 (PEM)

RWY 12: ALSF1. PAPI.

RWY 12: TODA-13501 RWY 30: TODA-13501

ARRESTING GEAR/SYSTEM RWY 12 HOOK BAK-12B(B) (964')

0IL 0-148-156 JOAP

MILITARY REMARKS: Opr Mon-Thu 1400-0700Z‡, Fri 1400-0100Z‡, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. RSTD Dep acft restricted to 4700' until passing 3 DME. PPR only except VIP Code 6 or above, AIREVAC and SAAM. Minimum 24 hrs notice required and no more than 7 days prior. Acft requiring

customs must coordinate for PPR no later than 72 hrs prior. All acft must adhere to PPR estimated time of arrival +/- 30 minutes or PPR is invalid. Ctc Base OPS DSN 728-2222, C208-828-2222, fax extension 4128.

Delta live ordnance loading area (LOLA) spot 1 and CHARLIE LOLA spots 1 and 5 clsd to all acft. CAUTION

Taxi-lines in end of rwy are made for acft with wingspans of 43' or less only. Waterfowl hazard. TFC PAT

TPA—Overhead 5200(2204). Rectangular 4300(1304), Igt acft/helicopter 3800(804). NS ABTMT Command quiet

hr policy in effect 0530-1300Z‡. CSTMS/AG/IMG Consult base ops prior planning mission. Acft reg support must

C208-828-6303, FAX extension 4438.

CLNC DEL 127.1 290.425

AFB. DSN 228-6598. COM (520) 228-6598.

Chan 87

ΠA

Rwy 12.

Rwy 30. COMM/NAV/WEATHER REMARKS: Radar maintenance Thu 1230-14007+

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI. (L) TACAN MUO (114.0)

I-MUO

I-BRN

No NOTAM MP Wed 1100-1400Z‡.

PTD 138.9 372.2

(R) APP CON 124.8 259.1 (Mon-Thu 1400-0700Z $\ddagger$ , Fri 1400-0100Z $\ddagger$ , CISD weekends and holidays

AIRSPACE: CLASS D svc Mon-Thu 1400-0700Z‡, Fri 1400-0100Z‡, clsd weekends and holidays, other

N42°58.96′W115°46.46′

N43°02.43′ W115°52.48′

ig( R ig) DEP CON 371.2 (Mon-Thu 1400-0700Z $\ddagger$ , Fri 1400-0100Z $\ddagger$ , clsd weekends and holidays.

TOWER 133.85 253.5 (Mon-Thu 1400-0700Z‡, Fri 1400-0100Z‡, clsd weekends and holidays. GND CON 120.5

ACC COMD POST 311.0 321.0 15091 (Have OUICK timing avbl 381.3) (RAYMOND 27) PMSV METRO 342.5 Full svc available from WX during airfield operating hours. Remote briefing svc available from 25 OWS Davis Monthan

COMMUNICATIONS: ATIS 273.5

275.8

times CLASS E.

ILS 110.3

ILS 111.7

LIBERATOR (L) VORW 114.9

RCO 122.6 (BOISE RADIO)

RWY 30: ALSF1. PAPI. RUNWAY DECLARED DISTANCE INFORMATION ASDA-13501 ASDA-13501

NOTAM FILE MUO Not insp. PCN 91 F/A/W/T HIRI

AF

10 SW

ctc 366 SFS police DSN 728-2256, com 208-828-2256 and/or afld manager DSN 728-2222, com 208-828-2222 at least 24 hr prior arrival. Failure to comply may result in delays. 366 SFS police provide customs for US military personnel. Customs required for all cargo and non-US military personnel must be completed by US customs office, Boise. Ensure aircrew remain at acft until customs arrive. MISC Afld subject to short notice closures. First 1280' Rwy 12-30 conc. mid 10940' asphaltic conc. Acft carry drag chutes to park or advise twr. Standard USAF RSRS applied. ACC acft expect reduced rwy separation: ACC acft not wishing to participate in RSRS will make intentions known on initial ctc with twr. Afld wx is monitored by AN/FMQ-19 automated observing system and augmented by human observer during opr hr. DSN 728-6303,

UTC-7(-6DT)

N46°07.25′ W114°55.64′

at fld. 3000/18E. Unmonitored when clsd.

292° 5.7 NM to fld.

Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z‡. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z‡.

N43°02.62' W115°52.35'

H-3C, L-11B DIAP, AD

SALT LAKE CITY

**GREAT FALLS** 

HOOK BAK-12B(B) (964') RWY 30

MILITARY SERVICE: LGT Rwy 12-30 PAPI unusable byd 5° from rwy centerline. Rwy 12-30 ILS and PAPI runway A-GEAR Rwv 12-30 BAK-12B in raised reference point not coincidental. Thid let gated for fighter acft. position, requires 30 minutes prior notice for removal. JASU 2(AM32A-60) FUEL J8 FLUID LHOX LOX De-ice TRAN ALERT Opr Mon-Thu 1400-0700Z±, Fri 1400-0100Z±, clsd weekends and holidays.

43°03′N-115°52′W

Orig 08101

MOUNTAIN HOME, IDAHO

524 (600-11/2)

NW-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 12

2:21 2:01 1:46 1:34 1:25

MOUNTAIN HOME AFB

Min:Sec

2:19 MOUNTAIN HOME, IDAHO

140 160 180 200

1:59 1:44 1:33 1:24

43°03′N-115°52′W

CIRCLING\*

464 (500-%)

3520-11/2

524 (600-11/2)

564 MOUNTAIN HOME AFB (KMUO)

464 (500-1)

3560-2

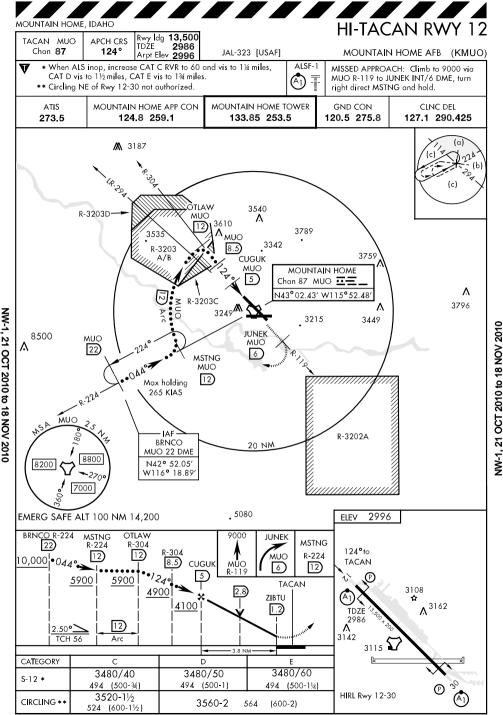
Knots

Min:Sec

, 21 OCT 2010 to 18 NOV 2010

464 (500-1¼)

(600-2)



MOUNTAIN HOME, IDAHO

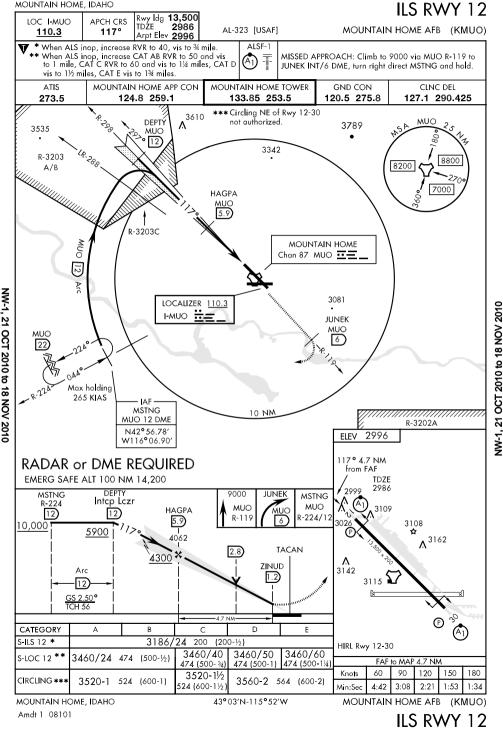
43°03′N-115°52′W

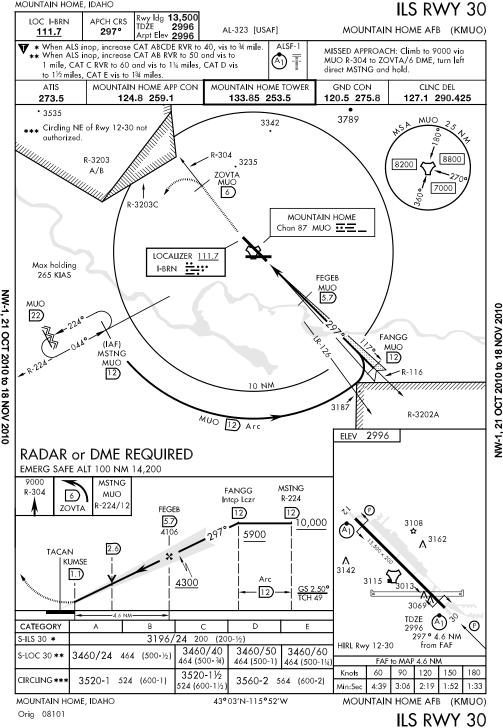
MOUNTAIN HOME AFB (KMUO)

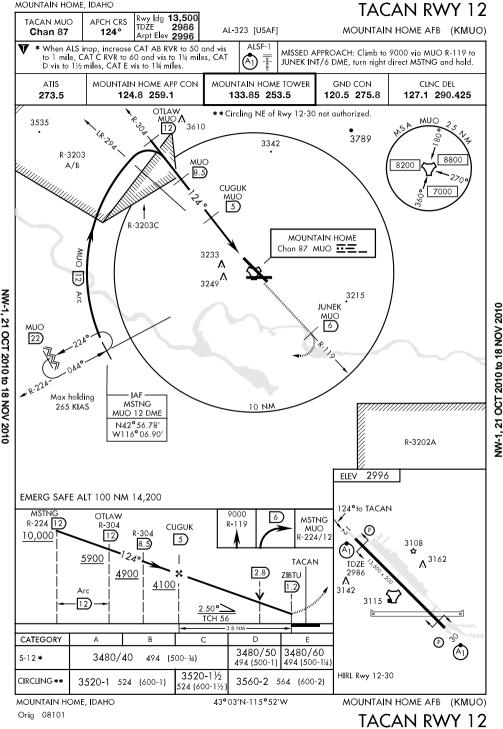
Mountain Home, Idaho

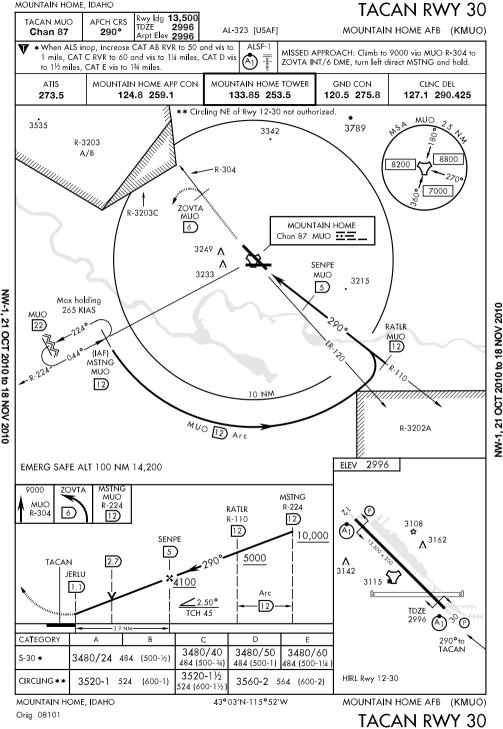
43°03′N-115°52′W

MOUNTAIN HOME AFB (KMUO)









2 W UTC-7(-6DT) N43°07.90' W115°43.83'

R APP/DEP CON 124.8 (Mon-Thu 1400-0700Z‡, Fri 1400-0100Z‡,

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 124° 32.4 NM to fld. 2876/17E. LIBERATOR (L) VORW 114.9 LIA N42°58.96' W115°46.46'

STI N43°06.80′ W115°39.51′ 272° 3.4 NM to fld. Unusable 320°-020° byd 15 NM.

contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in area.

MUD LAKE (WEST JEFFERSON CO) (1U2) 1 NW UTC-7(-6DT)N43°51.06′ W112°30.08′

4787 B NOTAM FILE BOI RWY 02-20: H3300X40 (ASPH) LIRL (NSTD)

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

MOUNTAIN HOME MUNI

Rwy 28-CTAF.

RWY 10-28: H5000X75 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.6 (BOISE RADIO)

clsd weekends and holidays) SALT LAKE CENTER APP/DEP CON 118.05 RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

354° 9.1 NM to fld. STURGEON NDB (MHW) 333

3167 B S4

(U76)

RWY 10: REIL, PAPI(P2L)-GA 3.0° TCH 40'. RWY 28: REIL PAPI(P2L)-GA 3.0° TCH 33'. P-line. AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. Arpt attended after hours emerg only. Fuel avbl 24 hrs with credit card. High

FUEL 100LL NOTAM FILE BOI

S-42, D-53

RWY 02: Thid dspicd 400', Fence. RWY 20: TRCV(TRIL)-GA 3.5° TCH 40'. Road. AIRPORT REMARKS: Attended May-Oct 1500-0000Z‡, Nov-Apr

irregular. LIRL Rwy 20 and rotating bcn inoperative each year 1 Nov-1 Apr. Rwy 20 has low ints thid lgts; first 600' rwy has low ints edge lgts, remaining 2700' of rwy illuminated with white edge reflectors. Rwy 20 thld marked with thld lgts only. Dsplcd thid marked with retroreflective reflectors and thid bar. Rwy 20

condition with arpt manager, 208-663-4328 or 208-529-3875. Night operations recommended only to pilots familiar with airport approaches and surrounding terrain. COMMUNICATIONS: CTAF 122.9

MULLAN PASS N47°27.42′ W115°38.76′ NOTAM FILE MLP.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33' W112°12.56' 207° 19.1 NM to fld. 4915/15E.

(H) VORW/DME 117.8 MLP Chan 125 264° 22.7 NM to Shoshone Co. 6100/20E.

VOR portion unusable 055°-085° byd 20 NM blo 9,500'

ASOS 135.475

performance military jet operations conducted at Mountain Home AFB 8 NM Southwest of arpt. Extensive agricultural ops. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and COMM/NAV/WEATHER REMARKS: NOTE: See SPECIAL NOTICE—All aircraft operating within 20 NM of VOR are requested to SALT LAKE CITY L-11C

47

IAP

SALT LAKE CITY

H-3D, L-11B

Storage +40' pole at 700', 200' right. Confirm snow removal and winter

HIWAS.

**GREAT FALLS** 

H-1D, L-13B

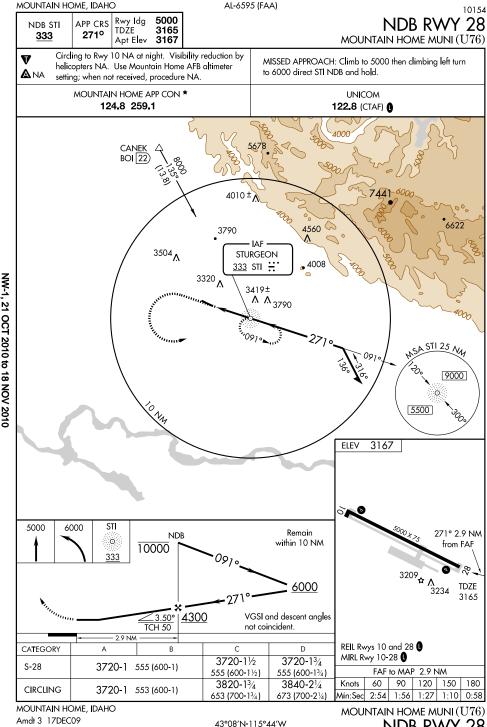
RC0 122.15 (BOISE RADIO)

MLP N47°27.42′ W115°38.77′/6028. (208) 744-1721. MURPHY (1U3) 0 E UTC-7(-6DT) N43°12.96′ W116°32.90′

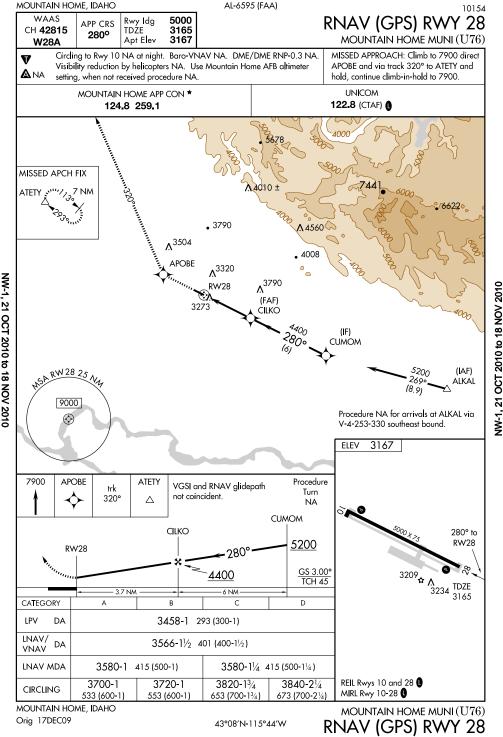
2855 NOTAM FILE BOI RWY 12-30: H2500X45 (ASPH) RWY 12: Road.

SALT LAKE CITY

RWY 30: Road. AIRPORT REMARKS: Unattended. Recommend land Rwy 12, tkf Rwy 30 when wind condition permits. Rwy 12-30 thlds marked with painted rocks. Ctc sheriff's office in courthouse across hwy from arpt for assistance.



NDB RWY 28



### MURPHY HOT SPRINGS (See THREE CREEK) NAMPA MUNI (MAN) O E UTC-7(-6DT) N43°34.88' W116°31.38'

S4

2537 B

48

MIRL RWY 11-29: H5000X75 (ASPH) S-26, D-50, 2D-60 RWY 11: PAPI(P2L)—GA 3.0° TCH 40', Building, RWY 29: PAPI(P2L)-GA 3.62° TCH 45'. Trees. AIRPORT REMARKS: Attended 1500-0000Z±. WEATHER DATA SOURCES: AWOS-3 118.325 (208) 318-0040. COMMUNICATIONS: CTAF/UNICOM 122.7

FUEL 100LL, JET A OX 2

SQUAW BUTTE RCO 122.45 (BOISE RADIO) R BOISE APP/DEP CON 119.6 RADIO AIDS TO NAVIGATION: NOTAM FILE BOL BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17' W116°11.53' 260° 14.5 NM to fld. 2876/17E. MERIDIAN NDR (MHW) 238 MPA N43°36 20'

W116°32.34' 136° 1.5 NM to fld.



# NEW MEADOWS (1U4) 0 N UTC-7(-6DT) N44°58.68' W116°17.04' 3908 NOTAM FILE BOI RWY 14-32: 2400X150 (TURF-GRVL) RWY 14. Fence RWY 32: Tree. Rgt tfc. AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 14-32 edges and

TPA-3537(1000)

sparse gravel up to 2", grass may be high. No telephone avbl at arpt. COMMUNICATIONS: CTAF 122.9

3 S UTC-8(-7DT) N48°34.50' W116°57.81'

AIRPORT REMARKS: Unattended, USFS helipad private use. No winter maintenance, Rwy 14-32 may not be mowed to full width. Rwy 32 +14' road at 300' on centerline, 60' trees at 500' to 1000' on centerline. Rwy 14-32 thlds

CASCADE RCO 122.35 (BOISE RADIO)

NEZ PERCE N46°22.89′ W116°52.17′

(L) VORW/DME 108.2 MOG Chan 19

DME unmonitored.

RWY 15: Hill. grain twr located 1350' south of Rwy 33, 116' left of extended centerline. COMMUNICATIONS: CTAF 122.9

NOTAM FILE BOI RWY 14-32: 4400X175 (TURF-GRVL)

PRIEST LAKE USFS (678)

COMMUNICATIONS: CTAF 122 9

RWY 14: Road.

**NORDMAN** 

NOTAM FILE LWS. 246° 6.1 NM to Lewiston-Nez Perce Co. 1720/20E. VOR portion unusable: 075°-115° byd 20 NM blo 12,000' 115°-155° bvd 25 NM blo 6.900' NEZ PERCE MUNI (ØS5) 0 N UTC-8(-7DT) N46°14.31' W116°14.31' 3201 NOTAM FILE BOI RWY 15-33: H2400X30 (ASPH) RWY 33: Trees. AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1600-0100Z‡, Nov-Mar irregularly. 55' AGL unmarked/unlgtd steel

RWY 32: Road.

marked with concrete strips. Do not park acft within 100' of wx station.

280°-290° bvd 20 NM blo 4.200' 290°-335° bvd 25 NM blo 4.000'

thids marked with white rocks. Rwy 14-32 South half 20' wide gravel strip with loose rocks up to 2", North half

NOTAM FILE BOI

SALT LAKE CITY

H-1C, L-11B

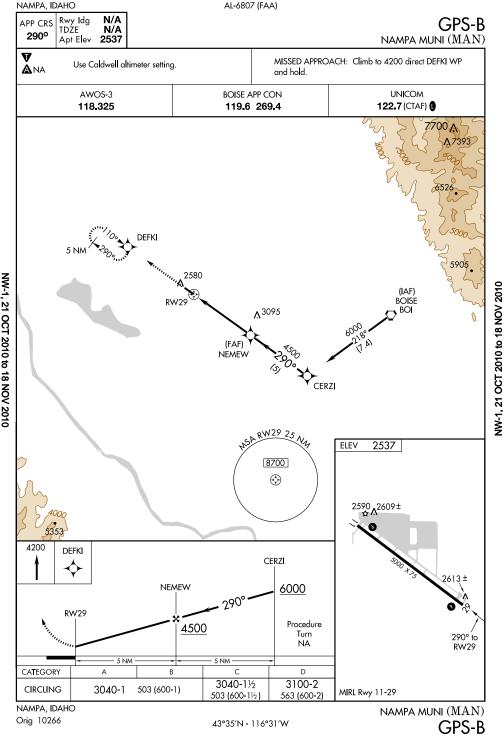
IAP

SEATTLE

L-13B

**GREAT FALLS** 

**GREAT FALLS** 



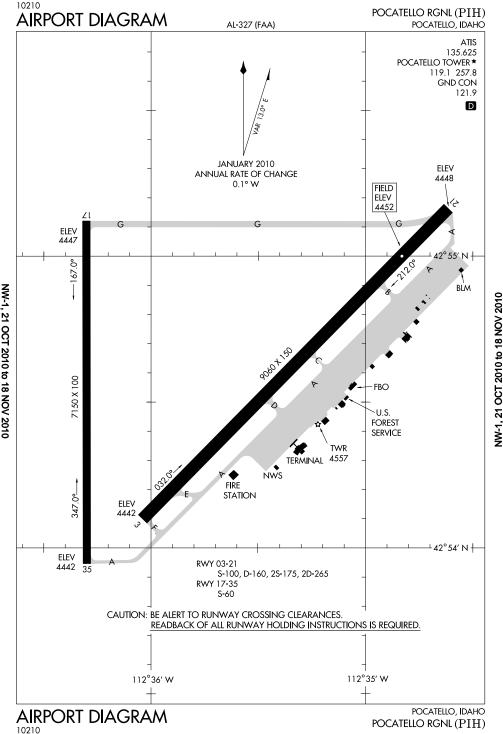
Orig-A 10266

AL-6807 (FAA)

RNAV (GPS) RWY 11

NW-1, 21 OCT 2010 to 18 NOV 2010

NAMPA, IDAHO



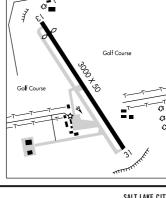
N44°05.67' W116°54.22'

2228 B S8 NOTAM FILE BOI L-11B RWY 13-31: H3000X50 (ASPH) S-8 LIRL RWY 13: Thid dsplcd 250'. Trees. AIRPORT REMARKS: Unattended. Golfers adjacent to rwy edges and Rwy 13 thld. Arpt CLOSED to acft over 10,000 lbs gross weight. Rwy 31 thlds marked with white concrete markers and white concrete boundary markers. 2885' MSL (405' AGL) marked and Igtd steel tower located 2.2 miles S of arpt. ACTIVATE LIRL Rwy Golf Course

N43°27.74′ W115°18.55′

ASDA-9060

IDA-9060



SALT LAKE CITY

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17' W116°11.53' 300° 44.8 NM to fld. 2876/17E.

RWY 16-34: 2300X125 (TURF-DIRT) RWY 16: Road. RWY 34: Brush. Rgt tfc.

UTC-7(-6DT)

marked with white rocks. **COMMUNICATIONS: CTAF 122.9** 

1 S

NOTAM FILE BOI

50

PAYETTE MUNI

13-31-CTAF. **COMMUNICATIONS: CTAF 122.9** 

(109)

PINE

4232

RWY 21:

(S75)

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

2 NE

UTC-7(-6DT)

POCATELLO RGNL (PIH) 7 NW UTC-7(-6DT) N42°54.59' W112°35.76'

4452 R **S4** RWY 03-21: H9060X150 (ASPH-PFC) S-100. D-160. 2S-175. 2D-265 RWY 03: ODALS. VASI(V4L)-GA 3.0° TCH 53'.

RWY 21: MALSR, PAPI(P4L)-GA 3.0° TCH 58'. RWY 17-35: H7150X100 (ASPH) S-60 RWY 17: REIL. PAPI(P4L)-GA 3.0° TCH 45'.

RWY 35: PAPI(P4L)-GA 3.0° TCH 45', Pole.

RUNWAY DECLARED DISTANCE INFORMATION TORA-9060 TODA-9060 BMA U3. ASDA-9060

for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 208-234-6154 or 208-237-4738. Rwy 17-35 not available to air carrier ops with more than 30 passenger seats. After twr closed ACTIVATE MIRL Rwy 17-35, HIRL Rwy 03-21, ODALS Rwy 03, MALSR Rwy 21-CTAF. WEATHER DATA SOURCES: ASOS 135.625 (208) 235-1287.

COMMUNICATIONS: CTAF 119.1 ATIS 135.625 (208) 232-2269

AIRPORT REMARKS: Attended 1300-0500Z‡. Flocks of waterfowl invof

arpt. Twy G has no edge lights or reflectors, restricted to day use only. Radio controlled acft 1 mile east of arpt blo 400' AGL. PPR

TORA-9060 TODA-9060

RC0 122.35 (BOISE RADIO) R SALT LAKE CENTER APP/DEP CON 128.35

**UNICOM 122.95** 

clsd.

TOWER 119.1 (1300-0500Z±)

AIRSPACE: CLASS D svc 1300-0500Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

(H) VORTACW 112.6 Chan 73 N42°52.22′ W112°39.13′ 029° 3.4 NM to fld. 4433/17E. PIH

VOR portion unusable 060°-130° beyond 25 NM below 13,500'.

DME portion unusable 060°-130° beyond 25 NM below 13,500'.

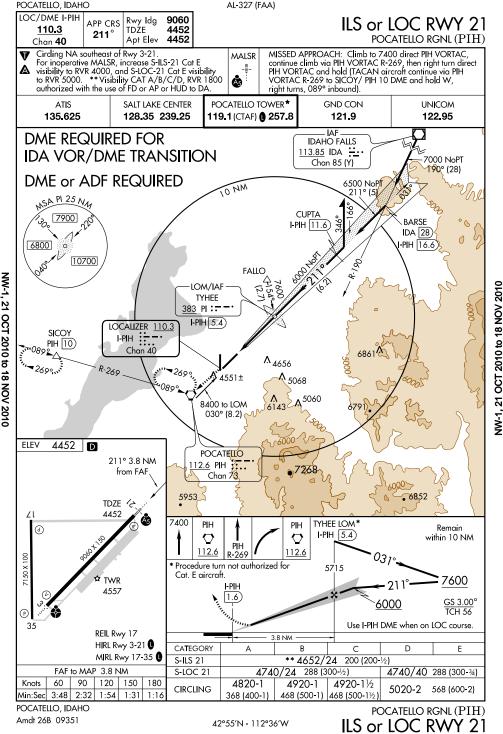
TYHEE NDB (LOM) 383 PI N42°57.83′ W112°30.98′ 210° 4.8 NM to fld. Unmonitored when twr clsd. ILS/DME 110.3 I-PIH Chan 40 Rwy 21. Class IE. LOM TYHEE NDB. LOC unmonitored when twr

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avail at tower. FBO monitors 122.95 and 123.0.

**GND CON 121.9** 

SALT LAKE CITY AIRPORT REMARKS: Unattended. No winter maintenance. Dog-leg north end of strip. Rwy 16-34 edges and thlds SALT LAKE CITY FUEL 100LL, JET A1, A1 + OX 3, 4 Class II, ARFF Index A H-3D, L-11C NOTAM FILE PIH IAP. AD

Ζl (d) 8 20 X (P) 3.5



# KNURL ONE DEPARTURE (OBSTACLE) BOISE RADIO 122.6

122.6 POCATELLO TOWER \* 119.1 (CTAF) 257.8 SALT LAKE CENTER 128.35 239.25 5500 23<sup>4</sup>° 5500 2690\_[V500] KNÚRL N42°56.90' W113°01.56' L-11 **BURLEY** <u>114.1</u> BYI **∷**∷ Chan 88 **POCATELLO** 11<u>2.6</u> PIH ... Chan 73

TAKE-OFF MINIMUMS Rwy 3, 21, 35: Standard.

Rwy 17, 400-2 or standard with minimum climb of 270' per NM to 4900.

## TAKE-OFF OBSTACLE NOTES

Rwy 3, Trees beginning 3353' from DER, 735' left of centerline, up to 100' AGL/4549' MSL.

Rod on obstruction light 978' from DER, 759' right of centerline, 39' AGL/4486' MSL.

Rwy 17, Transmission tower 1.1 NM from DER, 2395' left of centerline, 252' AGL/4693' MSL.

Trees beginning 1.6 NM from DER, 2642' left of centerline, up to 100' AGL/4759' MSL.

Fence 112' from DER, 416' right of centerline, 12' AGL/4453' MSL. Bush 30' from DER, 261' right of centerline, 3' AGL/4445' MSL.

Fence 208' from DER, 421' right of centerline, 13' AGL/4449' MSL. Rwy 21, Antenna 453' from DER, 309' left of centerline, 20' AGL/4466' MSL.

Light on localizer, 543' from DER, 286' left of centerline, 20' AGL/4462' MSL.

Rwy 35, Electrical equipment 197' from DER, 248' left of centerline, 7' AGL/4454' MSL.

NOTE: Chart not to scale.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .

TAKE-OFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .

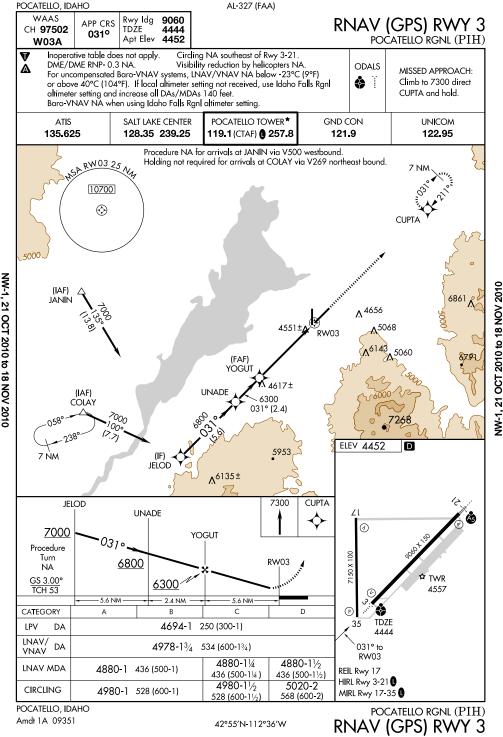
TAKE-OFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT,

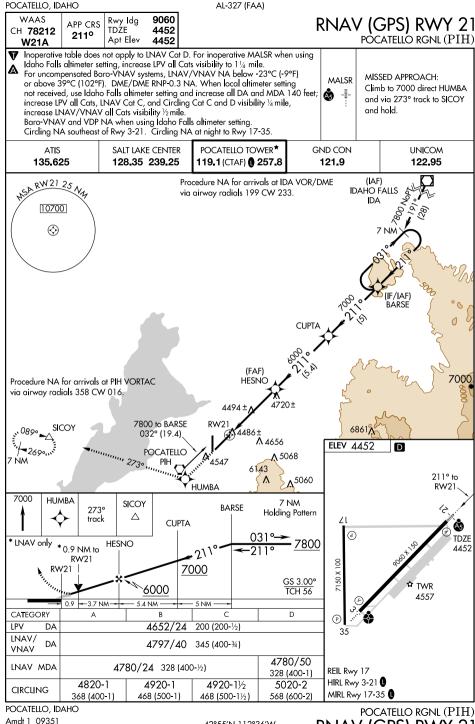
thence . . . .
TAKE-OFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT,

thence . . . .

. . . . via assigned route expect filed altitude 10 minutes after departure.

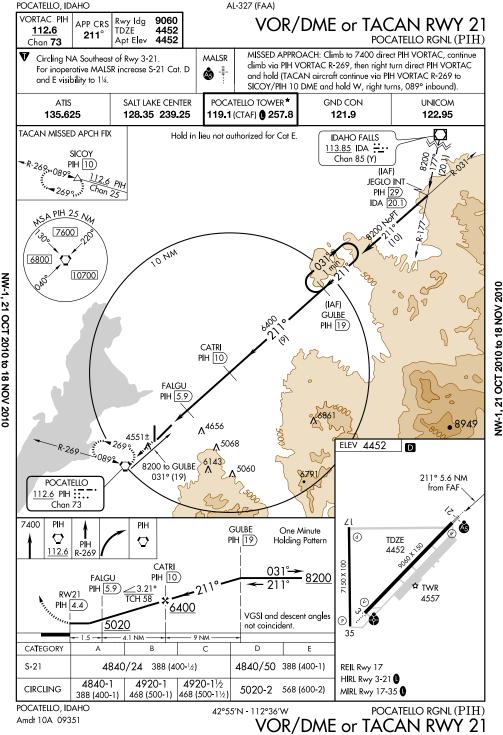
KNURL ONE DEPARTURE (OBSTACLE)

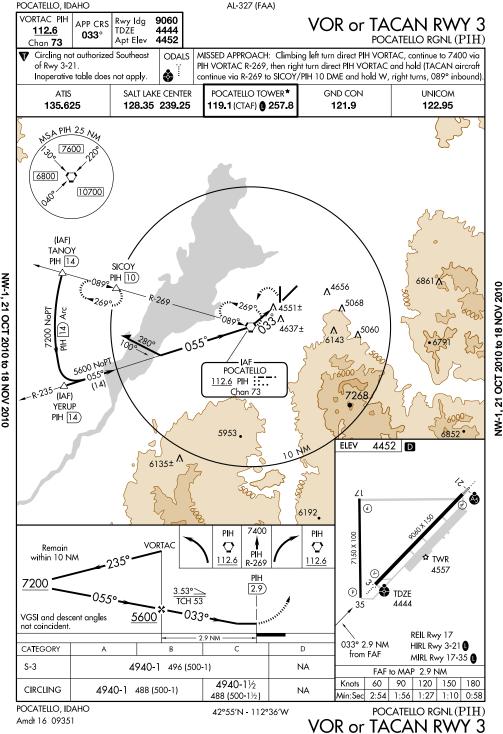




NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21





RWY 35: REIL. VASI(V4L)-GA 3.0°TCH 40'. Tree.

Rwv 17 and Rwv 35 and REIL Rwv 35-CTAF.

RWY 17: TORA-4200 TODA-4200 ASDA-4200

RWY 35: TORA-4200 TODA-4200 ASDA-3900

FUEL 100LL JET A OX 3

RWY 17: VASI(V4R)—GA 3.0°TCH 50', Thid dspicd 300', Tree.

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±, ACTIVATE VASI

S-30

R SALT LAKE CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE IDA IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

RIGBY-JEFFERSON CO (U56)

RWY 01-19: H3500X50 (ASPH)

4465

NOTAM FILE BOI

4724/15E.

REXBURG-MADISON CO

RWY 17-35: H4200X75 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

4858 B S4

52

WEATHER DATA SOURCES: ASOS 135.075 (208) 356-0986. COMMUNICATIONS: CTAF/UNICOM 122.8

N43°31.14′ W112°03.84′ 016° 22.0 NM to fld.

(RXE) 1 NW UTC-7(-6DT)

MIRL

NOTAM FILE BXF

LDA-3900

LDA-3900

. Sewaae Laaoons તું લ લ O O SALT LAKE CITY 2 S UTC-7(-6DT) N43°38.55' W111°55.76'

€3

SALT LAKE CITY

I-11D

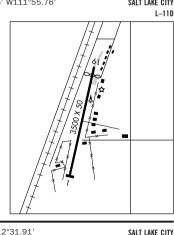
IAP

N43°50.03′ W111°48.31′

RWY 19: Thid dspicd 200', Road. AIRPORT REMARKS: Unattended, Noise abatement procedures in effect. Call arpt manager 208-754-4352, ACTIVATE LIRL Rwy 01-19-CTAF. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE BOI. DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33' W112°12.56' 140° 29.4 NM to fld. 4915/15E.

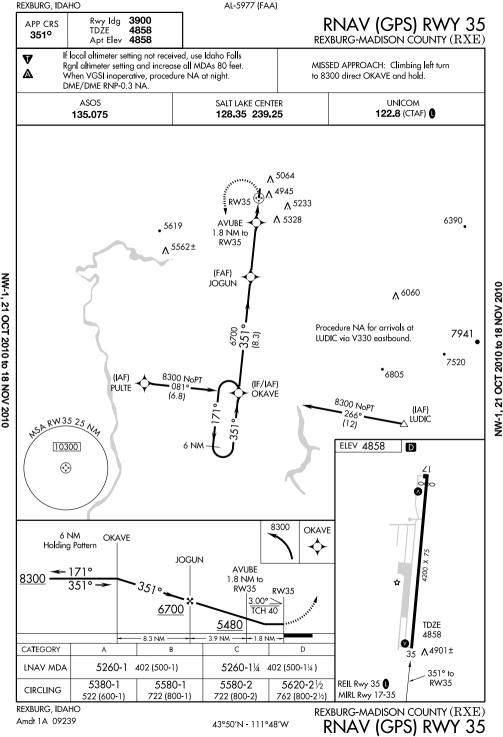
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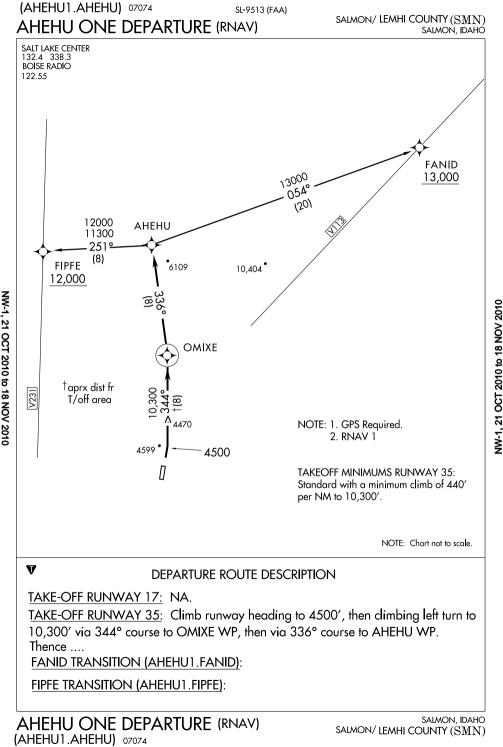
FUEL 100LL NOTAM FILE BOI



ROCKFORD MUNI (2U4) 0 E UTC-7(-6DT) N43°11.37′ W112°31.91′

RWY 16-34: H2800X50 (ASPH) RWY 16: Railroad. RWY 34: Fence. AIRPORT REMARKS: Unattended, Rwy 16 use extreme CAUTION; railroad boxcars are often parked on centerline. COMMUNICATIONS: CTAF 122.9





4 S UTC-7(-6DT)

# Rwv 17-CTAF.

54

SALMON LEMHI CO

> drop-off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL and PAPI

FUEL 100. JET A NOTAM FILE SMN

S-12.5

AIRPORT REMARKS: Attended 1500-0000Z‡. Rwy 17-35 N 500' sharp

N45°07.43′ W113°52.88′

WEATHER DATA SOURCES: AWOS-3 135.075 (208) 756-4381. COMMUNICATIONS: CTAF/UNICOM 122.8 SALMON RCO 122.55 (BOISE RADIO) SALT LAKE CENTER APP/DEP CON 132.4

RWY 17: REIL. PAPI(P4L)-GA 3.5°. TCH 55'.

RADIO AIDS TO NAVIGATION: NOTAM FILE SMN. SALMON (H) VORW/DME 113.5 LKT W114°05.06' 036° 10.6 NM to fld. 9258/18E.

(SMN)

R RWY 17-35: H5150X60 (ASPH)

S4

Chan 82

**GREAT FALLS** I-13B

SANDPOE N48°17.44′ W116°33.79′ NOTAM FILE BOI. NDB (MHW) 264 SZT at Sandpoint, NDB unusable 360°-170° bvd 15 NM: 170°-200° bvd 20 NM: 200°-360°.

SANDPOINT (S7T) 2 N UTC-8(-7DT) N48°17.97' W116°33.61'

FUEL 100LL JET A OX 3, 4 NOTAM FILE SZT 2131 S4 RWY 01-19: H5501X75 (ASPH) S-40 MIRL

RWY 19: REIL. PAPI(P2L)-GA 3.75° TCH 28'. Trees. AIRPORT REMARKS: Attended 1500-0300Z Summer, 1600-0100Z \$\pm\$ Winter, Wildlife invof arpt, Rwv 01 additional obstruction: +23' railroad at 730' centerline, +65' P-line at 1800' on centerline,

RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28'. Tree.

and +85' trees at 1900' on centerline, ACTIVATE MIRL Rwv 01-19 and REIL Rwy 01 and Rwy 19-CTAF. PAPI Rwy 01 and Rwy 19 opr WEATHER DATA SOURCES: AWOS-3 135.425 (208) 263-3074. COMMUNICATIONS: CTAF/UNICOM 122.7

R SEATTLE CENTER APP/DEP CON 123.95 RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90' W117°37.61' 023° 61.6 NM to fld. 2756/21E. HIWAS. SANDPOE NDB (MHW) 264 SZT N48°17.44′ W116°33.79′

I-RPO Chan 28

NOTAM FILE BOI 2634

RWY 18- Hill

ILS/DME 109.1

SHEARER (USFS) (2U5) 0 S UTC-8(-7DT) N45°59.37' W114°50.48'

RWY 18-36: 2000X15 (TURF)

unusable from 1 NM to rwy thld.

at fld. NOTAM FILE BOI.

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and

late fall. Recommend early morning or late evening operations during summer, Rwy 18-36 first 300' of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy

**COMMUNICATIONS: CTAF 122.9** SHOSHONE CO

Rwv 01.

Localizer

Z1

GREAT FALLS

H-1D. L-13C

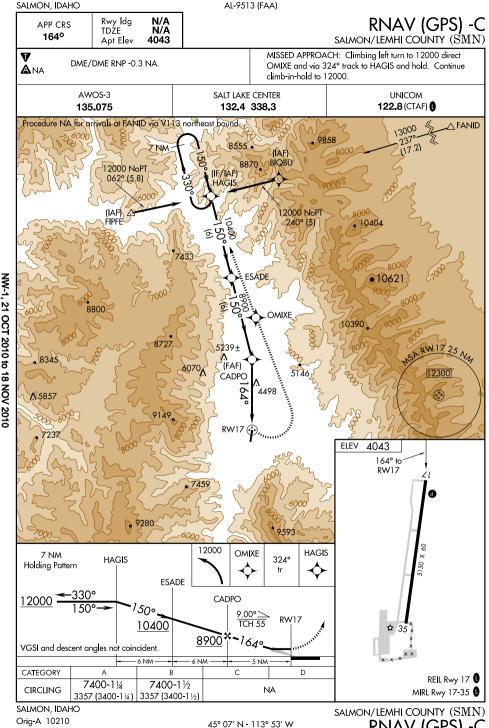
**GREAT FALLS** H-1C, L-13B IAP

**GREAT FALLS** 

36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager

(See KELLOGG)

208-983-4060, for briefings and rwy conditions.



RNAV (GPS)

WW-1, 21 OCT 2010 to 18 NOV 2010

AL-9513 (FAA)

Orig-A 06327

SALMON, IDAHO

IDAHO

RWY 17: REIL. PAPI(P4L)-GA 3.5°. TCH 55'.

WEATHER DATA SOURCES: AWOS-3 135.075

4 S UTC-7(-6DT)

FUEL 100. JET A NOTAM FILE SMN

S-12.5

AIRPORT REMARKS: Attended 1500-0000Z‡. Rwy 17-35 N 500' sharp

drop-off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops

N45°07.43′ W113°52.88′

(208) 756-4381.

#### only. Bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwv 17-CTAF.

54

SALMON LEMHI CO

> COMMUNICATIONS: CTAF/UNICOM 122.8 SALMON RCO 122.55 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 132.4 RADIO AIDS TO NAVIGATION: NOTAM FILE SMN. SALMON (H) VORW/DME 113.5 W114°05.06' 036° 10.6 NM to fld. 9258/18E.

SANDPOE N48°17.44′ W116°33.79′

(SMN)

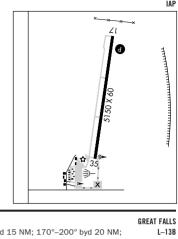
R RWY 17-35: H5150X60 (ASPH)

**S4** 

LKT

Chan 82

NOTAM FILE BOI.



GREAT FALLS

H-1D. L-13C

NDB (MHW) 264 SZT at Sandpoint, NDB unusable 360°-170° bvd 15 NM: 170°-200° bvd 20 NM: 200°-360°.

SANDPOINT (S7T) 2 N UTC-8(-7DT) N48°17.97' W116°33.61' FUEL 100LL JET A OX 3, 4 NOTAM FILE SZT 2131 S4

RWY 01-19: H5501X75 (ASPH) S-40 MIRL RWY 01: REIL, PAPI(P2L)—GA 3.75° TCH 28', Tree. RWY 19: REIL. PAPI(P2L)-GA 3.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1500-0300Z Summer, 1600-0100Z \$\pm\$ Winter, Wildlife invof arpt, Rwv 01 additional obstruction: +23' railroad at 730' centerline, +65' P-line at 1800' on centerline, and +85' trees at 1900' on centerline, ACTIVATE MIRL Rwv 01-19 and REIL Rwy 01 and Rwy 19-CTAF. PAPI Rwy 01 and Rwy 19 opr

WEATHER DATA SOURCES: AWOS-3 135.425 (208) 263-3074. COMMUNICATIONS: CTAF/UNICOM 122.7 R SEATTLE CENTER APP/DEP CON 123.95 RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 023° 61.6 NM to fld. 2756/21E. HIWAS.

SZT N48°17.44′ W116°33.79′

Localizer

ILS/DME 109.1 I-RPO Chan 28 Rwv 01. unusable from 1 NM to rwy thld. SHEARER (USFS) (2U5)

at fld. NOTAM FILE BOI.

SANDPOE NDB (MHW) 264

**GREAT FALLS** H-1C, L-13B IAP

NOTAM FILE BOI 2634

RWY 18-36: 2000X15 (TURF) RWY 18- Hill

RWY 36: Trees.

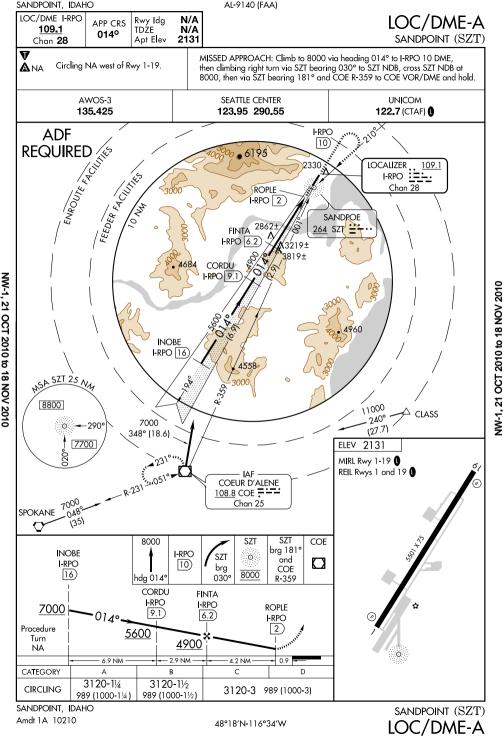
AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and

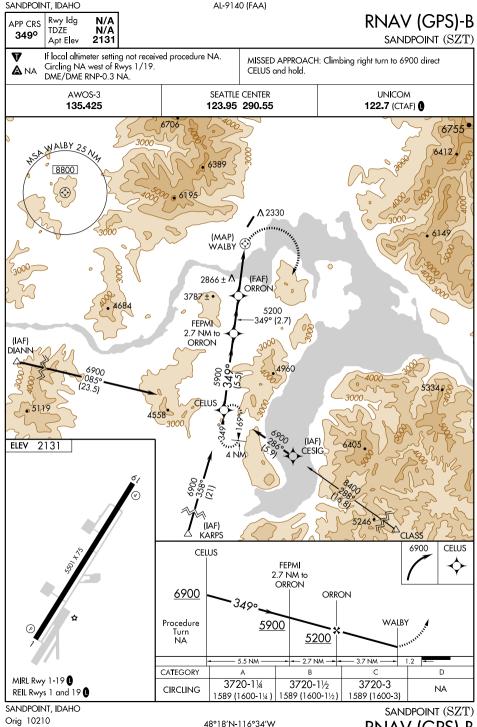
208-983-4060, for briefings and rwy conditions.

late fall. Recommend early morning or late evening operations during summer, Rwy 18-36 first 300' of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager

**COMMUNICATIONS: CTAF 122.9** SHOSHONE CO (See KELLOGG)

0 S UTC-8(-7DT) N45°59.37' W114°50.48' **GREAT FALLS** 

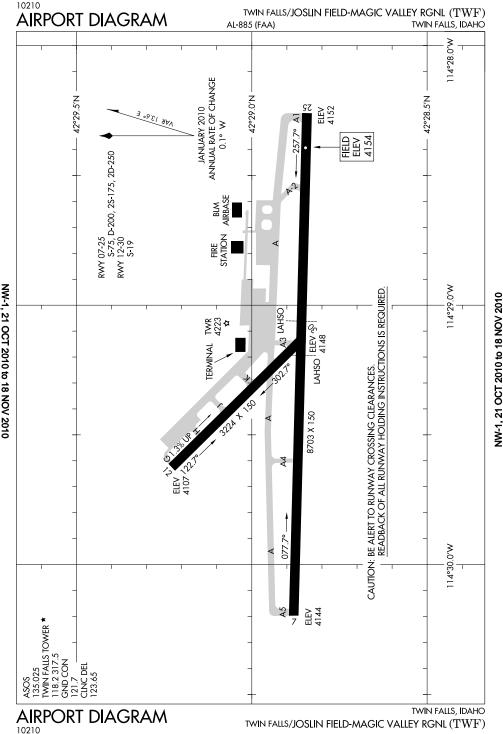




NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-B

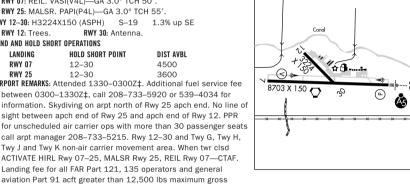
NW-1, 21 OCT 2010 to 18 NOV 2010



NOTAM FILE TWF.

SALT LAKE CITY

(L) VORTACW 115.8 TWF Chan 105 at Joslin Fld-Magic Valley Rgnl. 4140/18E. H-3D. L-11C VOR portion unusable 115°-160° byd 30 NM blo 11,000' 115°-160° byd 33 NM blo 12,000' DME unusable 105°-160° byd 20 NM blo 15,000' RC0 122.25 (BOISE RADIO) TWIN FALLS JOSLIN FLD-MAGIC VALLEY RGNL (TWF) 4 S UTC-7(-6DT) SALT LAKE CITY N42°28.91′ W114°29.27′ H-3D, L-11C 4154 B S4 FUEL 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE TWF IAP. AD RWY 07-25: H8703X150 (ASPH-PFC) S-75, D-200, 2S-175, 2D-250 HIRI RWY 07: REIL. VASI(V4L)-GA 3.0° TCH 50'. RWY 25: MALSR. PAPI(P4L)-GA 3.0° TCH 55'. RWY 12-30: H3224X150 (ASPH) S-19 Canal RWY 12: Trees. RWY 30: Antenna. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL 169.... RWY 07 12-30 4500 **RWY 25** 12-30 3600 AIRPORT REMARKS: Attended 1330-0300Z‡. Additional fuel service fee



call arpt manager 208-733-5215, Rwy 12-30 and Twy G. Twy H. Twy J and Twy K non-air carrier movement area. When twr clsd ACTIVATE HIRL Rwv 07-25, MALSR Rwv 25, REIL Rwv 07-CTAF. Landing fee for all FAR Part 121, 135 operators and general aviation Part 91 acft greater than 12,500 lbs maximum gross landing weight. For information ctc airport manager 208-733-5215. WEATHER DATA SOURCES: ASOS 135.025 (208) 733-1878. COMMUNICATIONS: CTAF 118.2 UNICOM 122.95 TWIN FALLS RCO 122.25 (BOISE RADIO)

TWIN FALLS N42°28.79′ W114°29.37′

RADIO AIDS TO NAVIGATION: NOTAM FILE TWF. TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ TW N42°28.72′ W114°21.27′ STRIK NDB (LOM) 389

AIRSPACE: CLASS D svc 1300-0400Z± other times CLASS E.

TWIN FALLS APP/DEP 126.7 (1300-0400Z‡) TWIN FALLS TOWER 118.2 (1300-0400Z‡)

ILS 108.3 I-TWF Rwy 25. LOM STRIK NDB. ILS unmonitored when twr closed. Class IE.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

TYHEE N42°57.83′ W112°30.98′ NOTAM FILE PIH.

NDB (LOM) 383

210° 4.8 NM to Pocatello Rgnl. Unmonitored when twr clsd.

NOTAM FILE IDA.

(See LOWMAN)

UCONN N43°35.87′ W111°58.84′ 201° 6.4 NM to Idaho Falls Rgnl. ID

NDB (LOM) 324

UPPER LOON CREEK USES

(See CHALLIS)

WARM SPRINGS CREEK

**USTIK** N43°35.81′ W116°18.91′

NDB (HW/LOM) 359 BO 099° 4.5 NM to Boise Air Terminal (Gowen Fld).

NOTAM FILE BOI.

GND CON 121.7

**CLNC DEL** 123.65

256° 5.9 NM to fld.

(R)SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z‡)

at fld. 4140/18E.

SALT LAKE CITY L-11B

SALT LAKE CITY

SALT LAKE CITY

I-11C

AL-885 (FAA) TWIN FALLS, IDAHO

Rwy Idg 8703 IOC I-TWF APP CRS 4154 TDŹE 255° 108.3 4154 Apt Elev

# ILS or LOC RWY 25

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)v When local altimeter setting not received, use Jerome County altimeter setting and increase all DA 49 feet, and all MDA 60 feet, increase circling Cat C and MISSED APPROACH: Climb to 4600 MALSR Α D visibility 1/4 mile. For inoperative MALSR, increase S-ILS 25 Cat E visibility then climbing right turn to 7000 via 1/4 mile and S-LOC 25 Cat D 1/4 mile, Cat E 1/2 mile. For inoperative MALSR heading 020° and TWF VORTAC R-349 å when using Jerome County altimeter setting, increase S-ILS 25 Cat E visibility to TOXEE INT/TWF 13 DME and hold. 1/4 mile and S-LOC 25 Cat E visibility 1/2 mile. ASOS TWIN FALLS APP CON\* TWIN FALLS TOWER \* GND CON UNICOM 135,025 126.7 353.75 118.2 (CTAF) 0 317.5 122.95 121.7 MISSED APCH FIX (IAF) TOXEE TWF [13) TOXEE BYI TWF [13) R-267 IAF · 114.1 BYI BURLEY R-267 114.1 BYI =:: Chan 88 Chan 88 Cat E holding at TW LOM NA 7000 NOPT LOM/IAF TWIN FALLS 229° 115.8 TWF :--STRIK (161) 389 TW --Chan 105 TWF 6 (IF) SOREE INT LR-064 TWF 13 075°⇒ 7400 to MALTT 4159± GABBY 255 R-073 253° (IAF) 07.59 (17.5)LR-082 GABBY 5900 ۸<sup>4715</sup> TWF [17] 255° (7) ALTERNATE MISSED 7000 NoPT APCH FIX LOCALIZER 108.3 255° (4) I-TWF UJSON ...075°►... 10K 210K 255°... TWF [13) LOM MSA TW 25 My STRIK TW .-(IAF) 389 WODEN 6300 TWF [13] ELEV 4154 070° 9300 (IAF) 9000 DRYAD ROGET TWF 28.9 TWF [13] 6343 7000 4163 4600 STRIK LOM TWF One Minute TOXEE TWF 6 255° 5.2 NM R-349 TWR Holding Pattern hdg Δ 4223 from FAF 115.8 0209 5882 6200 **TWF** 8703 (a) TDZE & 0.8 4208 A 5900 4154 GS 3.00° 4220 A TCH 55 5.2 NM CATEGORY В Ε Α REIL Rwy 7 S-ILS 25 4354-1/2 200 (200-1/2) HIRL Rwy 7-25 (

TWIN FALLS, IDAHO Amdt 9 17DEC09

S-LOC 25

CIRCLING

NW-1, 21 OCT 2010 to 18 NOV 2010

Min:Sec TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)42°29'N - 114°29'W ILS or LOC RW

Knots

FAF to MAP

3:28

60 90 120 150 180

5:12

5.2 NM

2:36 2:05 1:44

4480-34

4780-2

626 (700-2)

326 (400-34)

5020-3

866 (900-3)

326 (400-1/2)

4700-11/2

546 (600-1½)

4480-1/2

4680-1 526 (600-1)

09351

#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

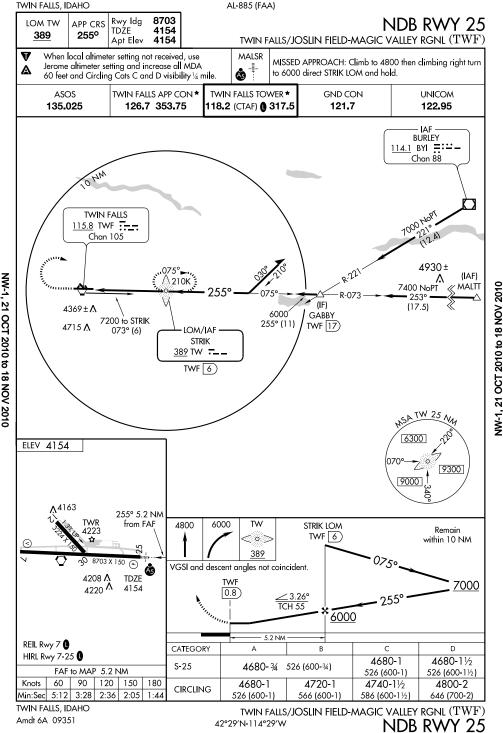
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

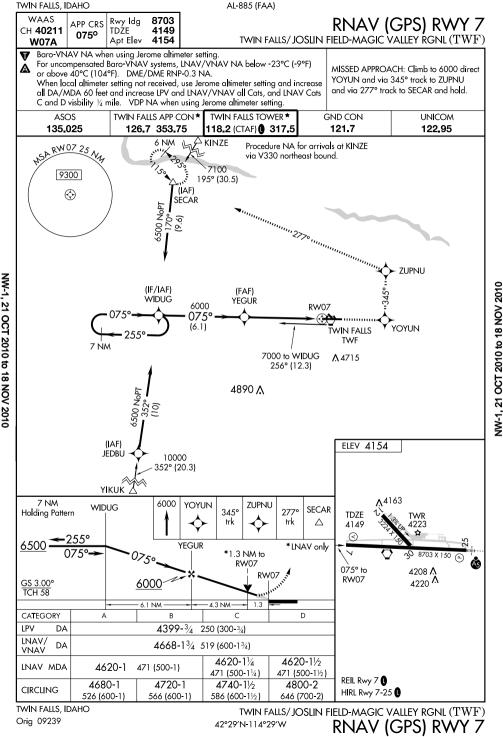
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

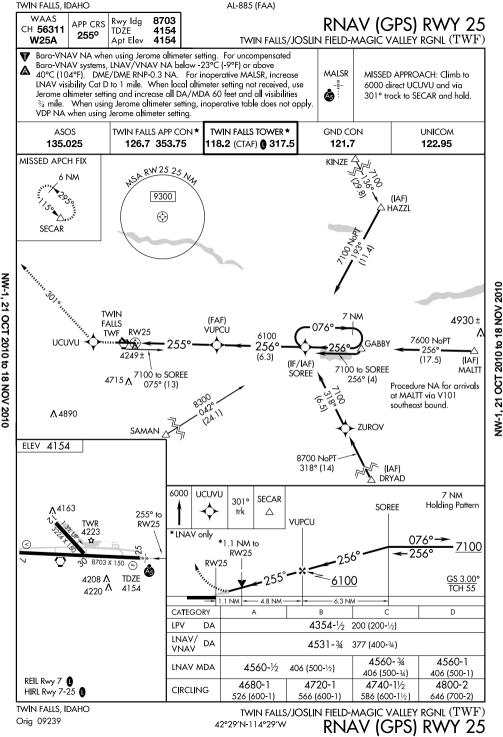
The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
· ,	25	12-30	3,600 feet

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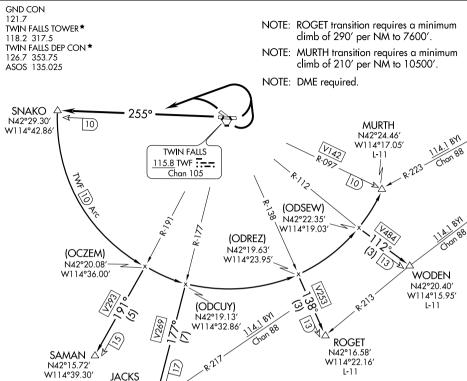






## SNAKO ONE DEPARTURE

SL-885 (FAA)



V

1-11

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 25: Climb runway heading, thence. . . .

TAKE-OFF RUNWAYS 7, 30, 12: Climbing left turn, thence. . . .

N42°11.93' W114°35.64'

. . . intercept and proceed via TWF R-255 to SNAKO DME Fix, thence via (assigned transition).

JACKS TRANSITION (SNAKO1.JACKS): From over SNAKO DME Fix via 10 DME Arc and V269 to JACKS INT. Thence via (assigned route).

MURTH TRANSITION (SNAKO1.MURTH): From over SNAKO DME Fix via 10 DME Arc and V142 to MURTH INT. Thence via (assigned route).

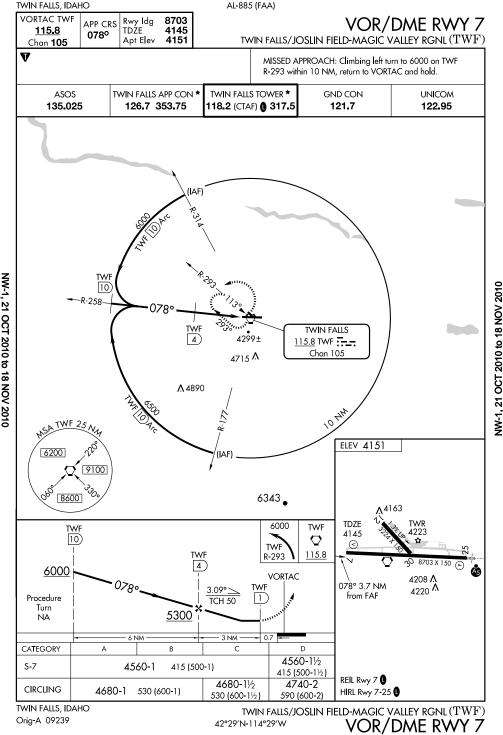
ROGET TRANSITION (SNAKO1.ROGET): From over SNAKO DME Fix via 10 DME Arc and V253 to ROGET INT. Thence via (assigned route).

SAMAN TRANSITION (SNAKO1.SAMAN): From over SNAKO DME Fix via 10 DME Arc and V293 to SAMAN INT. Thence via (assigned route).

WODEN TRANSITION (SNAKO1.WODEN): From over SNAKO DME Fix via 10 DME Arc and V484 to WODEN INT. Thence via (assigned route).

## SNAKO ONE DEPARTURE (SNAKO1.SNAKO) 09127

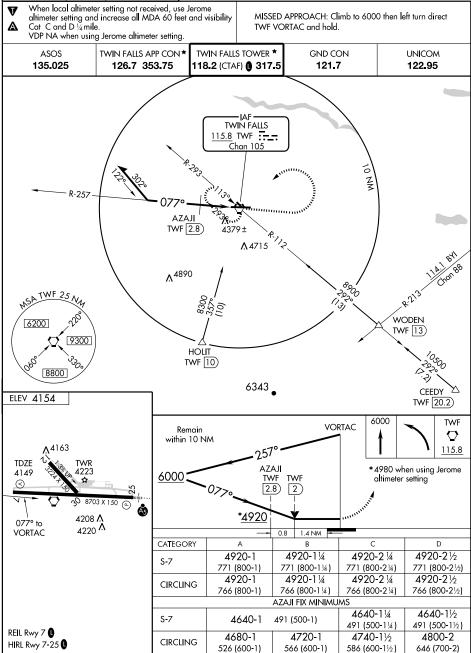
NOTE: Chart not to scale.



AL-885 (FAA)

VOR RWY 7 TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

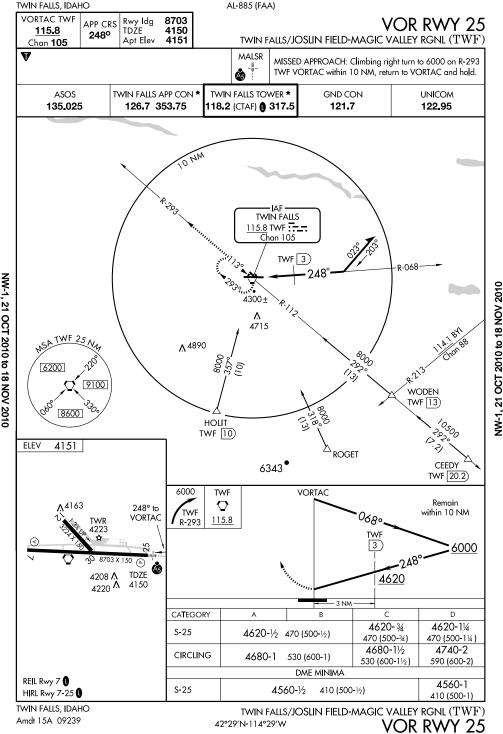
Apt Elev 4154 Chan 105 When local altimeter setting not received, use Jerome v altimeter setting and increase all MDA 60 feet and visibility Α Cat C and D ¼ mile. VDP NA when using Jerome altimeter setting



TWIN FALLS, IDAHO Amdt 4 09239

NW-1, 21 OCT 2010 to 18 NOV 2010

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)



WARREN (USFS) (3U1) 0 NW UTC-7(-6DT) N45°16.09′ W115°41.01′ 5896 NOTAM FILE BOI

RWY 11-29: 2765X50 (DIRT)

RWY 11: Trees. RWY 29: Road.

AIRPORT REMARKS: Unattended. No winter maintenance. Rwy width varies from 65' to 85'. Rwy 11–29 thids marked with white rock. Recommend land Rwy 11, tkf Rwy 29 when wind conditions allow. Downdrafts prevalent Rwy 11 summer months. Recommended use early morning and late evening in summer. Not recommended for

inexperienced pilots. Road crosses rwy approximately 800' from Rwy 11 thid. No telephone avbl at arpt. Rwy 11–29 has some loose rocks to 2 inches in diameter, isolated spots of embedded flat rocks to 6 inches in diameter and some spotty weed growth to 12 inches.

COMMUNICATIONS: CTAF 122 9

#### WEATHERBY USFS (See ATLANTA)

RWY 12-30: H4000X60 (ASPH)

WEISER MUNI (S87) 3 S UTC-7(-6DT) N44°12.28′ W116°57.63′

B S3 FUEL 100LL NOTAM FILE BOI

W116°57.63′

S-12.5 MIRL

RWY 12: REIL. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of arpt. Extensive agricultural ops Mar–Oct. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

**DONNELLY (H) VORTACW** 116.2 DNJ Chan 109 N44°46.03′

W116°12.38′ 205° 46.8 NM to fld. 7333/19E.

FOR TOP OF THE PARTY OF THE PAR

### YELLOW PINE

JOHNSON CREEK (3U2) 3 S UTC-7(-6DT) N44°54.73′ W115°29.14′

GREAT FALLS

GREAT FALLS

SALT LAKE CITY

IAP

4933 NOTAM FILE BOI

RWY 17-35: 3400X150 (TURF)

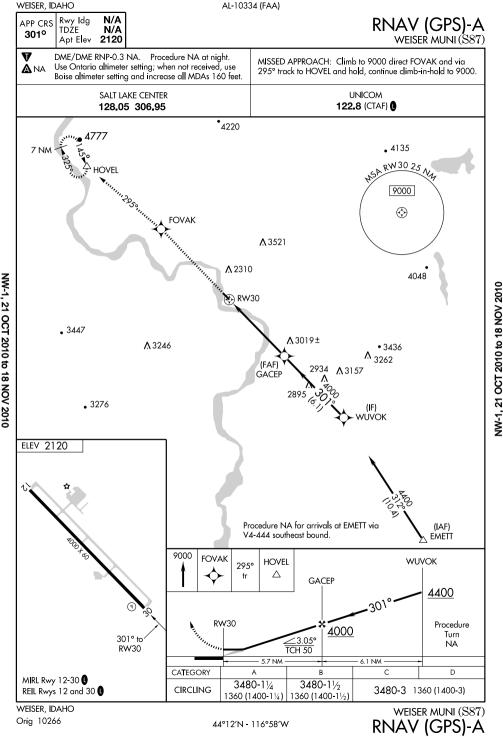
RWY 17: Ridge. RWY 35: Fence.

AIRPORT REMARKS: Attended Jun-Aug, Thu-Mon 1500-0000Z‡. Big game animals on and invof arpt. No winter

maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind conditions allow. Rwy 17–35 plus 60' trees 100' each side of centerline. Be alert for sprinklers on rwy. Additional 250' of length avbl for tkf on Rwy 35 end. Rwy 17–35 edges and thids marked with white rocks. Special considerations should be given to density altitude,

COMMUNICATIONS: CTAF 122 9

turbulence and mountain flying proficiency.



NAME

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#### INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR	ALTERNATE WIINIWOWS
ALBANY MUNI	VOR/DME or GPS-A tors with approved weather
Category D, 800-21/2	NDB or GPS Rwy 34
ASTORIA, OR	
	RNAV (GPS) Rwy 26 <sup>12</sup> VOR Rwy 8 <sup>3</sup>
Category D, 900-3	00-2; Category C, 900-2¾;
AURORA, OR	
AURORA STATE	LOC Rwy 17 <sup>1</sup> RNAV (GPS) Rwy 17 <sup>23</sup> RNAV (GPS) Rwy 35 <sup>2</sup>
<sup>1</sup> Category D, 800-2 <sup>1</sup> <sup>2</sup> NA when local wea <sup>3</sup> Categories A, B, 90 Category D, 900-2 <sup>1</sup>	ther not available. 00-2; Category C, 900-2½;
BAKER, MT BAKER MUNI	NDB Rwy 13 <sup>1</sup>

<sup>1</sup> Category D, 800-2½. <sup>2</sup> NA when local weather <sup>3</sup> Categories A, B, 900-2 Category D, 900-2¾.	
BAKER, MT BAKER MUNI	NDB Rwy 31 <sup>2</sup>
1100-3.	2; Category C, 1000-2¾;

BAKER CITY, OR	
BAKER CITY MUNI	RNAV (GPS) Rwy 1312
	VOR-A <sup>13</sup>
	VOR/DME Rwy 1324

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 900-23/4.

3Categories A,B, 1900-2; Categories C,D,

<sup>4</sup>NA when control zone not in effect.

NAME	ALTERNATE MINIMUMS
RELLINGHAM W.	Δ

BELLINGHAM INTL .....ILS or LOC Rwy 16 RNAV (GPS) Rwv 16

NA when local weather not available.

#### **BIG PINEY, WY**

MILEY MEMORIAL FIELD ...... VOR Rwv 31 Category D, 800-21/4.

#### **BILLINGS. MT**

**BILLINGS LOGAN** 

INTL ...... NDB Rwy 10L<sup>1</sup> RNAV (GPS) Rwy 10L2 RNAV (GPS) Rwy 28R3

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B,C,D, 800-21/4.

3Categories A,B, 900-2; Categories C,D, 900-3.

#### BOISE, ID

BOISE AIR TERMINAL(GOWEN

FIELD) ..... LOC BC Rwy 28L RNAV (GPS) Y Rwy 10R RNAV (GPS) Y Rwy 28L

VOR/DME or TACAN Rwy 10L VOR/DME or TACAN Rwy 28L

Category E, 1000-3.

#### BOZEMAN, MT

GALLATIN FIELD ..... RNAV (GPS)-A1 VOR Rwv 12<sup>2</sup>

<sup>1</sup>Categories A, B, 1900-2; Categories C, D, 1900-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.

#### BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.

1Categories A,B, 1200-2; Categories C,D, 1200-3.







NAME

## **ALTERNATE MINS**

ALTERNATE MINIMUMS NAME

**BUFFALO. WY** 

JOHNSON COUNTY ...... RNAV (GPS) Rwy 311 VOR/DME Rwv 312

NA when local weather not available. <sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.

#### BURLEY, ID BURLEY MUNI ......VOR-A

VOR/DME-B NA when local weather not received.

**BURLINGTON/MOUNT VERNON, WA** 

SKAGIT RGNL ..... NDB Rwy 101 RNAV (GPS) Rwv 10 RNAV (GPS) Rwy 28

NA when local weather not available. <sup>1</sup>Categories A.B. 1300-2: Categories C.D. 1300-3.

**BURNS. OR** 

BURNS MUNI ......VOR Rwy 30 Categories A, B, 1400-2; Categories C,D,

1400-3.

BUTTE, MT

## BERT MOONEY ...... ILS Y Rwy 151

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y Rwy 153 RNAV (GPS) Z Rwy 15,1200-2

VOR or GPS-B.1400-3 VOR/DME or GPS-A.3000-3

LOC/DME Rwv 152

<sup>1</sup>Categories A, B, C, 1200-4. <sup>2</sup>Categories A,B, 1300-2; Categories C,D,

1300-3.

3Categories A,B, 1500-2; Categories C,D, 1500-3.

#### CALDWELL, ID CALDWELL

INDUSTRIAL ..... RNAV (GPS) Rwy 12 RNAV (GPS) Rwv 30

NA when local weather not available.

### CASPER. WY

CASPER/NATRONA COUNTY INTL ..... ILS or LOC Rwy 3

ILS, Categories A,B, 800-2; Category C 800-21/2; Category D, 800-23/4; Category E, 900-3.

LOC, Category C, 800-21/2; Category D, 800-23/4: Category E. 900-3.

BOWERS FIELD ..... RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B<sup>2</sup>

NA when local weather not available.

CHEYENNE, WY CHEYENNE RGNL/JERRY OLSON

FIELD .....ILS or LOC Rwy 271 NDB Rwy 271

RNAV (GPS) Rwy 92 RNAV (GPS) Rwy 132 RNAV (GPS) Rwv 312

ALTERNATE MINIMUMS

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available.

CODY, WY YELLOWSTONE

REGIONAL ..... RNAV (GPS) Rwy 221

VOR or GPS-A<sup>2</sup> <sup>1</sup>Category C, 800-21/4; Category D, 200-23/4. <sup>2</sup>Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY

BOYINGTON FIELD .... ILS or LOC/DME Rwy 5 NDB Rwy 5 RNAV (GPS) Rwy 5

VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

### CORVALLIS, OR

CORVALLIS MUNI ...... RNAV (GPS) Rwv 351 <sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A.B.1200-2: Categories C.D. 1200-3.

DEER PARK, WA

DEER PARK ..... RNAV (GPS) Rwy 34 NA when local weather not available.

DILLON, MT

DILLON ...... VOR or GPS-A,1500-3 VOR/DME or GPS-B NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ...... VOR Rwy 29

Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... RNAV (GPS)-A Categories A, B, 1100-2. NA when local weather not available.

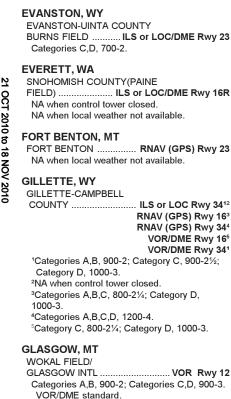
**ELLENSBURG, WA** 

1Category D, 800-21/4.

<sup>2</sup>Category A, 1500-2.







ALTERNATE MINS

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. <sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4; Category D, 1300-3.

FIELD .....ILS or LOC/DME Rwy 16R1

EPHRATA MUNI ..... RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L<sup>1</sup> RNAV (GPS) Rwy 34R<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup> VOR/DME Rwy 3<sup>1</sup> VOR Rwy 21<sup>1</sup>

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

<sup>1</sup>Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

## HAVRE, MT

HAVRE CITY-COUNTY ......VOR Rwy 26 Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ..... ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 <sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. <sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

## HOQUIAM, WA

21 OCT 2010 to 18 NOV 2010

BOWERMAN ..... RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-23/4; Category D, 900-3.

#### **IDAHO FALLS, ID**

IDAHO FALLS RGNL ...... ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

<sup>1</sup>ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

<sup>2</sup>Category E, 800-21/2.

<sup>3</sup>NA when local weather not available.

#### JACKSON, WY

JACKSON HOLE .....RNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

<sup>1</sup>Categories A,B, 1200-2; Categories C,D, 1200-3. <sup>2</sup>Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY ...... RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. <sup>1</sup>Categories A, B, 1300-2; Categories C, D,

1300-3.

## JOHN DAY, OR

**GRANT COUNTY RGNL/** OGILVIE FIELD ..... RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

### KALISPELL, MT

GLACIER PARK INTL .....ILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

<sup>1</sup>ILS, Categories C, D, 700-2. <sup>2</sup>NA when local weather not available.

### KELSO, WA

SOUTHWEST

WASHINGTON RGNL ..... RNAV (GPS) Rwy 12 Categories A, B, 900-2.

#### KLAMATH FALLS. OR

KLAMATH FALLS .... ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 <sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. <sup>4</sup>Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

## LAKEVIEW, OR

LAKE COUNTY ...... VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



## ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 <sup>2</sup>
	RNAV (RNP) Z Rwy 12 <sup>2</sup>
	RNAV (RNP) Z Rwy 26 <sup>2</sup>
	VOR Rwy 8 <sup>3</sup>
	VOR Rwy 261
¹Category D, 800-21/4	

<sup>2</sup>NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

### LEWISTOWN. MT

LEWISTOWN MUNI ...... RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

#### LIVINGSTON, MT

MISSION FIELD ...... VOR/DME-B1 VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

#### MC CALL, ID

21 OCT 2010 to 18 NOV 2010

MC CALL MUNI ..... RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

#### MC MINNVILE, OR

MC MINNVILLE MUNI ...... ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

#### NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwv 1412

LOC/DME BC-B<sup>23</sup> RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 <sup>1</sup>ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. <sup>2</sup>NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

#### MISSOULA. MT

MISSOULA INTL .....ILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

#### MOSES LAKE, WA

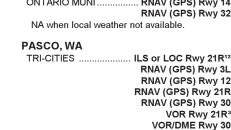
GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R<sup>2</sup> RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L<sup>2</sup> VOR -3 Rwy 14L<sup>2</sup> VOR Rwy 22<sup>2</sup> VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.







21 OCT 2010 to 18 NOV 2010

## **ALTERNATE MINS**



.34			
NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
NEWCASTLE, WY	/	PENDLETON, OR	
,		EASTERN OREGON	DONI AT
	rators with approved weather	PENDLETON	ILS or LOC/DME Rwy 25 <sup>1</sup>
reporting service.			RNAV (GPS) Rwy 7
Categories A,B, 90	00-2;Categories C,D, 900-3.		RNAV (GPS) Rwy 11
			RNAV (GPS) Rwy 25
NORTH BEND, O	R		RNAV (GPS) Rwy 29
SOUTHWEST ORE			VOR Rwy 7
RGNL	ILS or LOC Rwv 41	NA when local weat	her not available.
	NDB Rwv 4 <sup>2</sup>	<sup>1</sup> ILS. NA when contr	
	RNAV (GPS) Y Rwy 42	,	or torror orosoa.
	VOR-A <sup>3</sup>	PINEDALE, WY	
	VOR/DME-B <sup>2</sup>	PINEDALE/RALPH W	/ENZ
	VOR/DME Rwy 4 <sup>4</sup>	FIELD	NDB-A¹
	, B, 800-2; Category C, 900-		RNAV (GPS) Rwy 11 <sup>2</sup>
	1100-3. LOC, Category C,		RNAV (GPS) Rwy 29 <sup>2</sup>
900-2¼; Categor		NA when local weat	
<sup>2</sup> Category C, 900-2	2¼; Category D, 1100-3.	¹Category C, 800-2½	4; Category D, 800-2½.
3Categories A, B, 7	1200-2; Categories C, D,	<sup>2</sup> Category D, 800-21	<b>½</b> .
1200-3.			
4Categories C, D,	1000-3.	POCATELLO, ID	
0 , ,		POCATELLO RGNL	ILS or LOC Rwy 211
OAK HARBOR, W	IA		RNAV (GPS) Rwy 3 <sup>2</sup>
	RNAV (GPS) Rwv 7		RNAV (GPS) Rwy 21 <sup>2</sup>
	ather not available.	<sup>1</sup> NA when control zo	
NA WIEII local wea	attlet flot available.	<sup>2</sup> NA when local wea	
OLYMPIA, WA		-NA when local wea	iller flot avallable.
	II C I OO D 47123	PORT ANGELES, V	MA
OLYMPIA RGNL	ILS or LOC Rwy 17 <sup>123</sup>	,	VA
	RNAV (GPS) Rwy 17 <sup>2</sup>	WILLIAM R	
	RNAV (GPS) Rwy 35 <sup>2</sup>	FAIRCHILD INTL	ILS or LOC Rwy 8
	VOR-A <sup>24</sup>		RNAV (GPS) Rwy 81
	VOR/DME Rwy 35 <sup>2</sup>		RNAV (GPS) Rwy 26
<sup>1</sup> ILS, Categories C	, D, 700-2.	NA when local weat	her not available.
<sup>2</sup> NA when local we	ather not available.	<sup>1</sup> Categories A, B, 10	00-2; Categories C, D,
3NA when control t	ower closed.	1000-3.	_
4Category D, 800-2	21/4.		
ONTARIO, OR			
,	RNAV (GPS) Rwy 14		
5.117 W (10 M) 5111	RNAV (GPS) Rwy 32		
NA when local wea			
NA MILEH IOCAL ME	antor not available.		

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30





3Category D, 800-21/4.

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

M7

## ALTERNATE MINS



ALIERNAIE MINS	
NAME ALTERNATE MINIMUMS PORTLAND, OR	NAME ALTERNATE MINIMUMS REDMOND, OR
PORTLAND INTL ILS or LOC Rwy 10L¹ ILS or LOC Rwy 10R²	ROBERTS FIELDILS or LOC Rwy 22¹ VOR/DME Rwy 22²
ILS or LOC Rwy 28L <sup>3</sup> ILS or LOC Rwy 28R <sup>4</sup>	<sup>1</sup> ILS,LOC,Category D,800-2½; Category E, 800-2½.
LOC/DME Rwy 21 <sup>5</sup> RNAV (GPS) Rwy 10L <sup>5</sup>	<sup>2</sup> Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.
RNAV (GPS) Rwy 10R <sup>5</sup> RNAV (GPS) Rwy 12 <sup>6</sup>	RENTON, WA
RNAV (GPS) Rwy 28L <sup>5</sup> RNAV (GPS) Rwy 28R <sup>5</sup>	RENTON MUNI NDB Rwy 16¹ RNAV (GPS) Y Rwy 16²
VOR/DME Rwy 21 <sup>5</sup> VOR-A <sup>7</sup>	NA when local weather not available.  ¹Categories A, B, 1000-2; Categories C, D,
VOR Rwy 28R⁵ ¹ILS, Category A, 700-2; Categories B, C,	1000-3. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ;
800-2; Category D, 1000-3. LOC, Category D, 1000-3.	Category D, 900-3.
<sup>2</sup> Categories A, B, C, 900-2; Category D, 1000- 3; Category E, 1200-3.	REXBURG, ID REXBURG-MADISON
<sup>3</sup> ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3; Category E, 1200-3.	COUNTY RNAV (GPS) Rwy 35  NA when local weather not available.
LOC, Category D, 1000-3; Category E, 1200-3.	Category D, 800-2½.
<sup>4</sup> ILS, Category A, 700-2; Categories B, C, 800-	RICHLAND, WA
2; Category D, 1000-3. LOC, Category D, 1000-3.	RICHLANDNDB Rwy 19¹ RNAV (GPS) Rwy 19¹
⁵Category D, 1000-3. ⁵NA when local weather not available.	RNAV (GPS) Rwy 26¹ VOR/DME-A²
<sup>7</sup> Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.	VOR Rwy 26¹ ¹Category D, 800-2½.
PORTLAND-HILLSBOROILS or LOC Rwy 121	<sup>2</sup> Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	RIVERTON, WY
NA when local weather not available.  ¹Categories A, B, 1500-2; Categories C, D,	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10
1500-3.	RNAV (GPS) Rwy 28 VOR Rwy 10
PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3;	VOR Rwy 28 NA when local weather not available.
Category D, 1300-3.	ROSEBURG, OR
PULLMAN/MOSCOW, WA	ROSEBURG RGNL RNAV (GPS)-B
PULLMAN/MOSCOW MUNIRNAV (GPS) Rwy 5,800-21/4	NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.
RAWLINS, WY	
RAWLINS MUNI/ HARVEY FIELD RNAV (GPS) Rwy 22 <sup>1</sup>	SALEM, OR MCNARY FIELDILS or LOC Rwy 31 <sup>12</sup>
VOR/DMÉ Rwy 22 <sup>2</sup>	LOC/DME Rwy 31 <sup>3</sup>
<sup>1</sup> Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	RNAV (GPS) Rwy 31 <sup>13</sup> <sup>1</sup> NA when local weather not available.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3.

<sup>1</sup>NA when local weather not available. <sup>2</sup>ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

<sup>3</sup>Category D, 800-21/2.



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NAME SALMON, ID	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS SPOKANE, WA
LEMHI COUNTY NA when local weat	ther not available. 100-2; Category C, 3000-3.	FELTS FIELDILS/DME Rwy 21R <sup>1</sup> RNAV (GPS)-A <sup>2</sup> RNAV (GPS) Rwy 3L <sup>2</sup>
	STRIAL VOR/DME or GPS-A Category C, 1000-23/4;	VOR Rwy 3L <sup>34</sup> <sup>1</sup> Categories A,B, 1000-2;Category C, 1000-2%. <sup>2</sup> Categories A,B, 1000-2; Category C, 1000-2 <sup>3</sup> / <sub>4</sub> ; Category D, 1000-3. <sup>3</sup> Categories A, B, 1000-2; Categories C, D, 1000-3. <sup>4</sup> NA when local weather not available.
BOEING FIELD-KING	3 COUNTY	SPOKANE INTLILS or LOC Rwy 31
	ILS or LOC Rwy 31L <sup>1</sup> LOC/DME Rwy 13R <sup>2</sup>	RNAV (GPS) Rwy 3° VOR Rwy 3°
	RNAV (GPS) Y Rwy 13R3	¹ILS, Category D, 700-2.
	RNAV (RNP) Z Rwy 13R <sup>4</sup>	<sup>2</sup> Category D, 800-2½.
	Category B, 900-2;	³Category E, 800-2½.
	½; Category D, 1000-3. ; Category C, 900-2½;	TACOMA.WA
Category D, 1000-		TACOMA NARROWSILS Rwy 171
	Category C, 900-2¾;	NDB Rwy 35¹
Category D, 1000-		RNAV (GPS) Rwy 1712
<sup>4</sup> Categories A, B, C	, D, 800-21⁄4.	RNAV (GPS) Rwy 35 <sup>23</sup>
SHERIDAN, WY		¹NA when control tower closed.
SHERIDAN, WT		<sup>2</sup> Category D, 800-2½. <sup>3</sup> NA when local weather not available.
	ILS or LOC/DME Rwy 32	NA WHEII local Weather flot available.
	RNAV (GPS) Rwy 14	THE DALLES, OR
	RNAV (GPS) Rwy 32	COLUMBIA GEORGE RGNL/
	VOR Rwy 14	THE DALLES MUNI RNAV (GPS)-A
NA when local weat Category D, 800-27		Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
SIDNEY, MT		TWIN FALLS, ID
•	MUNI NDB Rwy 11	JOSLIN FIELD-MAGIC VALLEY
	NDB Rwy 19 <sup>2</sup>	RGNLILS or LOC Rwy 251
	RNAV (GPS) Rwy 13	NDB Rwy 25
	RNAV (GPS) Rwy 193	RNAV (GPS) Rwy 7

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NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-23/4.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

3Category D, 800-21/4.

RNAV (GPS) Rwy 25 VOR Rwy 7<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.





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## **ALTERNATE MINS**



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ...... ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 <sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available. 4Category D, 800-21/2.

### WENATCHEE, WA

**PANGBORN** 

MEMORIAL ..... ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

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### WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

#### WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16 Categories C,D, 800-21/2.

#### YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD .... ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12 RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/2; Category D, 800-23/4.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

1100-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.





#### INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME AFTON, WY

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

**AFTON MUNI** 

DEPARTURE PROCEDURE: Rwy 16, Use LUNDI DEPARTURE. Rwy 34, use AFTON DEPARTURE.

#### ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwy 16, turn right. Rwy 34, turn left. All aircraft climb direct CVO VOR/ DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

#### ANACONDA, MT

**BOWMAN FIELD** 

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 17, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. Rwy 22, NAobstacles. Rwy 35, std. w/min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 4, 35, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

#### NAME TAKE-OFF MINIMUMS BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, leftturn, 166° inbound).

NOTE: Rwy 17, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. Rwy 35, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

#### ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

### ARLINGTON, WA

#### **ARLINGTON MUNI**

TAKE-OFF MINIMUMS: Rwy 11, 600-2 or std. with a min. climb of 350' per NM to 700. Rwy 34, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 11, turn right.
Rwy 16, climb direct to WATONLOM. Rwys 29,34, turn
left. All aircraft climb direct to WATONLOM. Aircraft
departing WATONLOM on bearings 150° CW 200° and
bearings 260° CW 340° from WATONLOM continue
climb on course. Aircraft departing WATONLOM on
bearings 340° CW 150° from WATONLOM climb in
holding pattern (S, left turns, 339° inbound) to 4500 then
continue climb on course. Aircraft departing WATON
LOM on bearings 200° CW 260° from WATONLOM
climb in holding pattern (S, left turns, 339° inbound) to
1500 then continue climb on course.

#### ASTORIA, OR

#### ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwys 8,31, turn left.
Rwy 13, climb runway heading to 800 then climbing right
turn. Rwy 26, turn right. Aircraft departing
northwestbound climb via AST R-290 on course.
All other aircraft climb to 1500 or above via AST R-290
then left turn to AST VOR/DME and continue climbing
on course.

#### AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

#### AURORA, OR

21 OCT 2010 to 18 NOV 2010

#### **AURORA STATE**

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwy17, multiple trees 31 'from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/29' MSL. Rwy 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

#### BAKER, MT

#### BAKER MUNI

NOTE: Rwy 13, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

#### BAKER CITY, OR

#### BAKER CITY MUNI

TAKE-OFF MINIMUMS: Rwy 8, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 250K). Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). Rwy 17, NA. Rwy 31, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Rwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000' per min. at 250K). DEPARTURE PROCEDURE: Rwy 8.13. turn left.

DEPARTURE PROCEDURE: Rwys 8,13, turn left. Rwys 26,31,35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

#### BELLINGHAM, WA

#### **BELLINGHAM INTL**

DEPARTURE PROCEDURE: Rwy 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: Rwy 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

#### BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)
DEPARTURE PROCEDURE: Use BEND
DEPARTURE.

#### **BIG PINEY, WY**

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.
DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via
BPI R-124. Rwy 31, climb to 10800 via BPI R-320
thence all aircraft climb on course.

10266

## $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### BILLINGS, MT

**BILLINGS LOGAN INTL (BIL)** 

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.

NOTE: Rwy10L, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. Rwy25, airport security fence, abeam departure end of runway, 500' left

grount beginning 21 into meparature en dorf uniway, 450 right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

#### BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

#### BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI) AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

### BONNERS FERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20**, use KARPS
(RNAV) DEPARTURE.

#### **BOZEMAN,MT**

21 OCT 2010 to 18 NOV 2010

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwys 12, 30, use BOZEMAN DEPARTURE.

#### BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19**, Climb to 6000 direct CAN NDB, thence...

... Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: Rwy 1, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

#### **BUFFALO,WY**

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13,31,2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: Rwy 31,400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: Rwy 13, turn left. Rwy 31, climb straight ahead. All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: Rwy 13, climb straight ahead. Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

#### BURLEY, ID

BURLEY MUNI (BYI) AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 6, climbing left turn direct BYI VOR/ DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 20, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: Rwy 2, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL, Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/ 4161'MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/ 4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/ 4283' MSL. Rwy 6, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **V** 

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

#### BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL, Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL, Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL Antenna 1630' from DER, 112' left of centerline, 58 AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

#### **BURLINGTON/MOUNT VERNON, WA**

SKAGIT RGNL (BVS)

21 OCT 2010 to 18 NOV 2010

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 340' per NM to 3600. Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwys 4,10,22, turn right heading 280°. Rwy 28, climb runway heading. All aircraft climb to 2500 then turn right direct BVS NDB

to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL

#### BURNS, OR

**BURNS MUNI** 

DEPARTURE PROCEDURE: Rwy 3, climbing right turn, thence... Rwy 12, climb to 4600 via heading 117°, thence... Rwys 21, 30, climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000. NOTE: Rwy 21, pole 820' from departure end of runway,

357' left of centerline, 20' AGL/4169' MSL.

#### BUTTE, MT

#### **BERT MOONEY**

TAKE-OFF MINIMUMS: Rwy 11, NA-obstacles. Rwy 15, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. Rwy 29, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. Rwy 33, std. w/min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 15, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...Rwy 29, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... Rwy 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621'MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

#### CALDWELL, ID

#### CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

#### CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR) AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwys 3,8,12, turn left. All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

10266

# $\overline{f v}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### CHEHALIS, WA

#### CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

#### CHEYENNE, WY

#### CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: Rwy 13, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. Rwy 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6216' MSL. Seguinning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

#### CODY, WY

21 OCT 2010 to 18 NOV 2010

#### YELLOWSTONE RGNL (COD) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. Rwy 22, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 4, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. Rwy 22, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: Rwy 4, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. Rwy 22, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

#### COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

#### COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV)
DEPARTURE. Rwy 24, use CONUK (RNAV)
DEPARTURE.

#### CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

#### CORVALLIS, OR

#### **CORVALLIS MUNI**

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, std. with a minclimb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 9, 17, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: Rwy 9, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

#### COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwys 9, 27, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10200

## $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

#### DEER PARK. WA

DEER PARK (DEW) AMDT 1 10098 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, 300-11/2 or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: Rwy 4, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. Rwy 16, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. Rwy 22, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. Rwy 34, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: Rwy 4, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/ 2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/ 2319' MSL. Rwy 16, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. Rwy 22, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. Rwy 34, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/ 2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

#### DILLON, MT

TAKE-OFF MINIMUMS: Rwvs 3.21. NA. DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

#### DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 300-2 or std. with a min. climb of 250' per NM to 5200. Rwy 23, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000

NOTE: Rwy 5, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132'MSL. Rwy 23, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

#### DRIGGS.ID

DRIGGS-REED MEMORIAL (DIJ) AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

#### EASTSOUND.WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, NA-Terrain, Rwv 34. 500-3 or std. w/min. climb of 224' per NM to 600 DEPARTURE PROCEDURE: Rwy 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: Rwy 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

#### ELLENSBURG. WA

**BOWERS FIELD** 

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or std. with a min. climb of 340' per NM to 7800. Rwy 29, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 7, 29, climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

#### EPHRATA. WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

#### EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: Rwys16L, 16R, climb heading 163° to 1000 then climbing right turn...Rwvs 34L, 34R, climb heading 343° to 1000 then climbing left

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16L, multiple power poles beginning 1036 from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/ 404' MSL. Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

10266



NW-1

# 10266

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### **EVANSTON, WY**

**EVANSTON-UINTA COUNTY BURNS FIELD** 

DEPARTURE PROCEDURE: Rwy 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

#### **EVERETT, WA**

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: Rwys 11, 16L/R, climbing right turn, thence...Rwys 29, 34L/R, climbing left turn,

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682'MSL.

#### FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . . . . . ORIG, 08017 DEPARTURE PROCEDURES: Rwv 5. climb on track

048° to intercept SKA R-045 to 5300, then on course. Rwy 23, climb on track 241° to 3400, then

TAKE-OFF OBSTACLES: Rwy 23, Terrain 2468 MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

#### FORT BENTON, MT

**FORT BENTON** 

TAKE-OFF MINIMUMS: Rwys 5, 23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

#### FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

#### FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34, 500-1. DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwy 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

#### GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: Rwy 16, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. Rwy 21, climb via heading 206° to 5200, before proceeding on course.

NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

#### GOODING, ID

GOODING MUNI (GNG) ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwy7, climb heading 068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right.

NOTE: Rwy 7, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

10266

21 OCT 2010 to 18 NOV 2010

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## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### **GRANGEVILLE, ID**

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

> TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwy 25, Use MELLR DEPARTURE.

#### **GRANTS PASS. OR**

**GRANTS PASS** 

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

#### **GRAY AAF (KGRF)**

FORT LEWIS. WA. .... AMDT 2, 10098

Rwv 15. Standard

Rwy 33, 300-1\*

\* Or standard with minimum climb of 430/NM to 600. DEPARTURE PROCEDURE: Rwy 15, Climb heading 147° to 700 then climbing left turn direct GRF NDB. Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: Rwy 15, Tree 100' AGL/439' MSL, 1848' from DER, 430' right of centerline. Rwy 33, Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of

#### **GREAT FALLS, MT**

21 OCT 2010 to 18 NOV 2010

**GREAT FALLS INTL** 

NOTE: Rwy 7, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL, Rwy 21, pole 1544' from departure end of runway. 791'left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

#### GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY) ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1 or std. w/min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: All runways, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

#### **GUERNSEY.WY**

CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 320' per NM to 4700. Rwy 32, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: Rwy 14, climb to 5600 via heading 150°. Rwy 32, climb to 5800 via heading 070°. All aircraft continue on course.

#### HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwy 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

#### HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

#### HAVRE,MT

HAVRE CITY-COUNTY (HVR) AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

## 10266

#### HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min, climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions; cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, building 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

#### HERMISTON, OR

21 OCT 2010 to 18 NOV 2010

HERMISTON MUNI

NOTE: Rwy 4, tower 379' left of departure end of runway, 50' AGL/698' MSL. Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

#### HOQUIAM. WA

**BOWERMAN** 

TAKE-OFF MINIMUMS: Rwy 6, 600-2 or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

#### **HULETT. WY**

**HULETT MUNI (W43)** 

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 450' per NM to 6300, or 500-21/4 w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding

NOTE: Rwy 13, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwy 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207'MSL.

#### IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: All aircraft departing IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

#### JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### JEROME.ID

JEROME COUNTY (JER) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9,500-134 or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 9, climb heading 086° to 5300 before proceeding on course. Rwy 27, climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9. bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

#### JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, NA, Terrain. DEPARTURE PROCEDURE: Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwy 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL, Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

#### KALISPELL, MT

21 OCT 2010 to 18 NOV 2010

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

#### KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS) AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, NA, terrain. Rwy 30, std. with a min. climb of 370' per NM to 1900 or 1900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:. Rwy 30, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: Rwy 30, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

#### KEMMERER, WY

KEMMERER MUNI (EMM) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,10,22,28, NA - Rwy

DEPARTURE PROCEDURE: Rwy 16, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. Rwy 34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

#### KLAMATH FALLS. OR KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Terrain. Rwy 14, std. w/min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 25, std. w/min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 32, std. w/min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 25, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 32, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: Rwy 14, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191'

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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#### LA GRANDE, OR

#### LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 12, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. Rwv 30. Cat A/B 2900-3 or std, with a min, climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. Rwy 34, 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence; Rwys 30,34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

#### LAKEVIEW, OR

#### LAKE COUNTY

TAKE-OFF MINIMUMS: Rwy 16, 3700-5 or std. with a min. climb of 320' per NM to 8800. Rwy 34, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

#### LARAMIE, WY

#### LARAMIE RGNL

DEPARTURE PROCEDURE: Rwy 3, turn left. Rwys 12,21, turn right. All aircraft climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

#### LAUREL, MT

21 OCT 2010 to 18 NOV 2010

#### LAUREL MUNI

TAKE-OFF MINIMUMS: Rwys 9, 14, 27, 32, NA. DEPARTURE PROCEDURE: Rwy 22, turn left. All aircraft climb direct BIL VORTAC.

#### LEWISTON.ID

LEWISTON-NEZ PERCE COUNTY (LWS) AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: Rwys 8,12,26,30, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

#### LEWISTOWN,MT

#### LEWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwy 7,12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2,30 turn left. Rwvs 7.12.20, turn right, Rwv 25, climb runwav

heading. All aircraft climb direct LWT VORTAC Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

#### LEXINGTON, OR

#### I FXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-21/2 for climb in visual conditions. Rwy 8, std. with min. climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 8, 26, for climb in visual conditions: cross Lexington Airport at or above

NOTES: Rwy 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

#### LIBBY, MT

#### LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwv 15. use EYESE RNAV DEPARTURE.

#### LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enivironmental

DEPARTURE PROCEDURE: Rwys 4, 22, use LIVINGSTON DEPARTURE.

#### MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 16, 22, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwys 4, 34, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... Rwy 16, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence.... or for climb in visual conditions; cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence...Rwy 22, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ..., or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence ...

...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: Rwy 4, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL, Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. Rwy 16, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. Rwy 34, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### MC CALL, ID

MC CALL MUNI (MYL) AMDT 2 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, NA-Obstacles DEPARTURE PROCEDURE: Rwy 16, use MCCALL DEPARTURE.

#### MC CHORD FIELD (KTCM)

#### DEPARTURE PROCEDURE: Rwy 16, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: Rwy 16, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120 AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758 from DER, 971' left of centerline. Rwy 34, Tree 106 AGL/348' MSL, 2307' from DER, 1038' left of centerline Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

#### MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-114 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. Rwy 17, std. w/min. climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 4. climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. Rwy 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME,

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4. multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. Rwy 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. Rwy 22, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwy 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

#### MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwys 10, 28, NA-Obstacles. Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions, Rwv 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intlairport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

#### MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles. DEPARTURE PROCEDURE: Rwvs 11.29. use GRZLY DEPARTURE.

10266

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#### MOSES LAKE, WA

**GRANT COUNTY INTL** 

NOTE: Rwy 14R, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195'MSL. Rwy 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

#### MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID . . . . . . . . 07270 Rwy 12, 30, 6700-3\*

\* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline, Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

#### MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min. climb of 305' per NM to 7300. Rwy 28, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: Rwy 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

#### NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on

NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

#### **NEWCASTLE.WY**

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,17,23,35, NA. Rwy 13, 200-1 or std. with a min. climb of 275' per NM to 4400. Rwy 31, 300-1 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 31, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course. NOTE: Rwy 13, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwy 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787'from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30'AGL/4202' MSL. Road 207' from DER, 254'right of centerline, 15' AGL/4187'MSL.

#### **NEWPORT,OR**

**NEWPORT MUNI** 

TAKE-OFF MINIMUMS: Rwy 2, NA. Rwy 16, 500-2 or std, with a min, climb of 310' per NM to 800.

DEPARTURE PROCEDURE: Rwv 2, NA, Rwv 16, turn right. Rwy 34, turn left. Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

10266



10266

#### NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min, climb of 300' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 13,400-21/2 with a min. climb of 250' per NM to 2500 or 1600-21/2 for climb in visual conditions. Rwy 31, 300-134 or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnlairport at or above 1500 before proceeding on course. Rwy 13, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. Rwy 22, climb heading 223° to 700 before proceeding on course. Rwy 31, climb heading 312° to 800 before proceeding on course.

NOTE: Rwy 4, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/ 268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL, Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL Rwy 22, ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108'

#### OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy7, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

#### OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence.. or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... Rwy s 26,35, climbing right turn direct OLM VORTAC, thence...

... continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwy 8, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. Rwy 17, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. Rwy 26, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. Rwy 35, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

#### OMAK, WA

**OMAK** 

TAKE-OFF MINIMUMS: Rwy 17, 2200-2 or std. with a min. climb of 300' per NM to 4200. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use GETNG RNAV DEPARTURE. Rwy 35, NA.

AGL/188'MSL.

### ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. Rwy 32, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431'

#### PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

#### PENDLETON.OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC,

Rwy 25, climb direct PDT VORTAC, thence... ...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. Rwv 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

#### PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climbing right turn to 10000 via heading 190° and BPIR-040 to BPI VOR/DME before proceeding on course. Rwy 29, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

#### PLENTYWOOD, MT

SHER-WOOD

NOTE: Rwy 12, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. Rwy 30, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

#### POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

#### POLSON, MT

POLSON

TAKE-OFF MINIMUMS: Rwv 18. N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: Rwv 36, Use ANGIL RNAV DEPARTURE

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

#### POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: Rwy 9, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

#### PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

#### WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE.

# $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

#### PORTLAND, OR

PORTLAND INTL (PDX) AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 3,500-3 or std. w/ min. climb of 355' per NM to 700. Rwy 10L, std. w/min. climb of 280' per NM to 2900. Rwy 10R, std. w/min. climb of 265' per NM to 2900. Rwy 21, std. w/min. climb of 290'

DEPARTURE PROCEDURE: Rwy 3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwys 10L,10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... Rwys 28L,28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course. NOTE: Rwy 3, trees, towers, vehicles on road, sign,

beginning 1'from DER, on centerline, up to 173'AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. Rwy 10L, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100'

AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwv 28L, trees 1873' from DER, 837' left of centerline.

up to 75' AGL/95' MSL. Rwy 28R, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

#### PORTLAND-HILLSBORO (HIO) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct UBG VOR/DME... Rwy 20, climbing left turn direct UBG VOR/DME... Rwys 2, 30, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 2, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. Rwy 20, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

#### PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: Rwy 7, 3600-2 or std. with a min. climb of 380' per NM to 4100. Rwy 25, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 7, turn left. Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others

#### POWELL, WY

POWELL MUNI (POY) AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.16.21.34. NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: Rwy 13, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL, Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. Rwy 31, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

#### PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. Rwy 15, std. w/min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28, std. w/min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. Rwy 33, std. w/min. climb of 380' per NM to 6700, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: Rwy 10, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwy 15, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwy 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

10266

10266

#### PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwy 23, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwy 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to

#### PUYALLUP, WA

52'AGL/2769'MSL.

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 34, 300-1.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn. Rwy 34, climb runway heading. All aircraft climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: Rwy 16, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 15' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Ruy 34, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 555' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

#### RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwy 4, 600-2 or std. with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwys 10, 28, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

#### REDMOND, OR

ROBERTS FIELD (RDM) AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/min. climb of 269' per NM to 4700. **Rwy 28**, std. w/min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1'from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

#### RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**,500-2¾ or std. with a min. climb of 315' per NM to 700.

NOTES: Rwy 16, trees, towers, lights and blast shield beginning 185' from DER, 4'left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwy 34, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

#### REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: Rwy17,100'AGL trees 125' from departure end of runway, 350' left of centerline. Rwy35, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

10266

# 10266

### RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 8, std. w/min. climb of 310' per NM to 5000. Rwy 19, std. w/min. climb of 480' per NM to 5000. Rwy 26, std. w/min. climb of 350' per NM to 5000

DEPARTURE PROCEDURE: Rwys 1,8, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 26, climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: Rwy 1, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. Rwy 8, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. Rwy 19, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. Rwy 26, antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

#### RIVERTON, WY

21 OCT 2010 to 18 NOV 2010

RIVERTON RGNL (RIW) AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: Rwys 1, 10, 19, 28, climbing right turn direct RIW VOR/DME. All Aircraft climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: Rwy 1, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. Rwy 10 , sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. Rwy 19, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. Rwy 28, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

#### ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS) AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 21, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 27, climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: Rwy 3, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

#### RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. Rwy 34, std. w/min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: Rwy 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwy 34, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.



ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. Rwy 34, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 16, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG

NOTE: Rwy 16, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. Rwy 34, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179 MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826 left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615 MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL, Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

#### SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: Rwy 13, 600-2 or std. with a min. climb of 240' per NM to 800. Rwy 16, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; Rwys 31, 34, turn right. Rwy 16, turn left. Rwy 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310) inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

#### SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std. with a min. climb of 390' per NM to 8000 DEPARTURE PROCEDURE: Rwy 17, NA. Rwy 35, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course

#### SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwy 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

#### SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwy 5, turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

#### SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline. Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130 MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

#### SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

10266

# 10266

#### SEATTLE, WA

#### BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwy 13L, 500-3 w/min. climb of 232' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 13R, std. w/a min. climb of 476' per NM to 900, or 500-3 w/a min. climb of 386' per NM to 900, or 1000-21/2 for climb in visual conditions, Rwv 31L. std. w/a min. climb of 386' per NM to 800, or 300-11/2 w/ min. climb of 235' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 31R, std. w/a min. climb of 334' per NM to 900, or 400-13/4 w/min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 13L/R, climbing right turn. Rwys 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: Rwy 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL

Rwy13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwy 31L, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. Rwy31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101'MSL.

#### SEATTLE-TACOMA INTL (SEA) AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys16L,16C,16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwvs 34L. 34C. 34R. climb to 1000 via heading 343°. then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

#### SHELBY, MT

#### SHELBY

TAKE-OFF MINIMUMS: Rwy 5, 200-11/4 or std. w/min. climb of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy 5, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/ 3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/ 3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

#### SHELTON, WA

#### SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwy 5, std. w/ a min. climb of 312' per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23, std. w/a min. climb of 414' per NM to 4000, or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600. thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. Rwy 23, multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



#### SHERIDAN, WY

#### SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 700-3 or std. w/min. climb of 318' per NM to 5100, or. . . Rwy 14, 800-3 or std. w/min. climb of 263' per NM to 5100, or. . . Rwy 23, 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . ...1400/3 for climb in visual conditions. Climb in visual

conditions NA at night. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...

inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201'from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL.

...climb in holding pattern (hold northwest, left turn, 133°

Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020'

#### SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI (SDY) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 400-21/2 or std. with a min. climb of 315' per NM to 2500.

NOTE: Rwy 1, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. Rwy 19, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298 right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. Rwy 29, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

#### SNOHOMISH. WA

HARVEY FIELD (\$43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 15R. 33L, NA-obstacles. Rwy 15L, std. w/min. climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions. Rwy 33R, std. w/ min. climb of 475' per NM to 800, or 1200-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: Rwy 15L, tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline, 40' AGL/ 56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.





#### SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 3L, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. Rwy 3R, std. w/min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. Rwy 21L, std. w/min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. Rwy 21R, std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 3L, 3R, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. Rwys 21L, 21R, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: Rwy 3L, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339 MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. Rwy 21L, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. Rwy 21R, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

#### SPOKANE INTL (GEG) AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climbing left turn heading 190° and GEG R-010 to GEG VORTAC Thence...Rwy7, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... Rwy 21, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...Rwy 25, climbing left turn heading 176° and GEG R-356 to GEG VORTAC.

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: Rwy 3, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374'MSL.

#### STEVENSVILLE, MT

#### STEVENSVILLE

TAKE-OFF MINIMUMS: Rwy 12, do not exceed 210 knots until established on MSO R-163. Rwy 30, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on

#### SUNRIVER, OR

#### SUNRIVER

TAKE-OFF MINIMUMS: Rwy 18, 300-1 or std. with a min. climb of 360' per NM to 4400. Rwy 36, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. Rwy 36, climb direct to DSD VORTAC. Then all aircraft climb on course.

#### TACOMA, WA

#### TACOMA NARROWS

TAKE-OFF MINIMUMS: Rwy 35, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

#### THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200. Rwy 12, 1400-3 or std. with a min. climb of 500' per NM to 2000. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

#### TILLAMOOK, OR

#### TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31, use FETUJ RNAV DEPARTURE.

10266



10266

#### TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: Rwy 2, terrain 30' from DER, 277' left of centerline, 4197' MSL. Rwy 10, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. Rwy 28, terrain 133' from DER, 386' right of centerline, 4213' MSL.

#### TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: Rwv 12. NA. DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

#### VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

VORTAC. thence...

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 358' per NM to 600, or 500-3 w/min. climb of 201' per NM to 600, or 900-21/2 for climb in visual conditions. Rwy 26, 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence...or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed

on BTG VORTAC R-179 to BTG VORTAC, thence. .Rwy 26, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL, Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

#### WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7,20,25,34, turn left. Rwy 16, turn right. All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: Rwy 16, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

#### WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb heading 121° to 3900 before proceeding on course. Rwy 30, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course. NOTE: Rwy 12, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. Rwy 30, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

#### WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: Rwy7, NA. Rwy12, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwvs 25, 30, CAT A.B 1600-2 or std, with a min, climb of 360' per NM to 3100. CAT C, D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-2007400; R-201 CW R-009, 8200.

#### WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwy 19, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: Rwv 1.1/2 mile.

DEPARTURE PROCEDURE: Rwv 1. turn right. All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500



#### WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/ DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: Rwy8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/ lights, roads w/vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

#### WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) . . . . . . . . . . . 10210

Diverse departures not authorized. MILITARY DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000. intercept the NUW 11 DME ARC to join assigned

CIVIL DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKE-OFF OBSTACLES: Rwy 7: Trees, 204' MSL 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline: Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1,17 NM left of centerline: Trees, 480' MSL, 1,99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. Rwy 14: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM

from DER, 1844' left of centerline.

#### WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. 16, 300-2 or std. with a min. climb of 230' per NM to

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

#### YAKIMA. WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD TAKE-OFF MINIMUMS: Rwv 4. NA. Rwv 9. 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200. DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

10266

1.0% up SW

N46°01 92'

UTC-7(-6DT) N45°36.00' W106°16.03'

UTC-7(-6DT) N46°09.19' W112°52.07'

MIRI

NOTAM FILE GTE

0.6% un S

MIRI

RILLINGS

#### **ANACONDA BOWMAN FLD** 5034 RWY 17-35: H6011X75 (ASPH)

RWY 35: PAPI(P2L)—GA 3.5° TCH 50'. Tree. Rgt tfc. RWY 04-22: H4515X60 (ASPH)

(3U3) 3 NE

B FUEL 100LL JET A

RWY 17: PAPI(P2L)-GA 3.0° TCH 37'.

S-18. D-25 RWY 04: PAPI(P2L)—GA 3.75° TCH 44', P-line. AIRPORT REMARKS: Unattended, Fuel unavailable indef, Phone on fld.

Unlighted hazardous stack 585'AGL located 3.2 NM SW of arpt. ACTIVATE MIRL Rwy 04-22 and Rwy 17-35, PAPI Rwy 17, Rwy 35, Rwv 04 and AWOS-CTAF.

WEATHER DATA SOURCES: AWOS-A 122.8 (406) 563-8275. Plus visibility. COMMUNICATIONS: CTAF/UNICOM 122.8

(3114)

SALT LAKE CENTER APP/DEP CON 132 4 RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.

COPPERTOWN (I) VORW/DMF 1116 CPN W112°44.85' 309° 8.8 NM to fld. 5780/16E.

NOTAM FILE GTE

2 SE

# 2909

**ASHLAND** 

RWY 13-31: 3830X95 (GRVL-DIRT) RWY 13: Tree. RWY 31: Tree.

(3U5)

ST LABRE MISSION

1 NW

UTC-7(-6DT)

Chan 53

AIRPORT REMARKS: Unattended. Vehicles and horses in vicinity of rwy. 100' Igtd antenna 1/2 mile southwest of arpt on hill. Hay bales and farm equipment adjacent to rwy, Rwy 13-31 muddy when wet.

COMMUNICATIONS: CTAF/UNICOM 122.8 AUGUSTA

4145 NOTAM FILE GTF RWY 01-19: 3650X75 (TURF) RWY 01: Fence. Rgt tfc.

AIRPORT REMARKS: Unattended, Wildlife on and invof arpt, Unlimited vehicle access to arpt, Rwy 01-19 gopher holes on rwy surface. Rwy 01-19 marked with white cones.

1 SE

RWY 19: Hay bales. Rgt tfc.

N47°27.80′ W112°22.80′

**GREAT FALLS** 

COMMUNICATIONS: CTAF 122.9 RARR (49S)

UTC-7(-6DT) N48°50.70′ W113°25.64′ 4518 NOTAM FILE GTF RWY 14-32: 3860X110 (TURF)

COMMUNICATIONS: CTAF 122 9

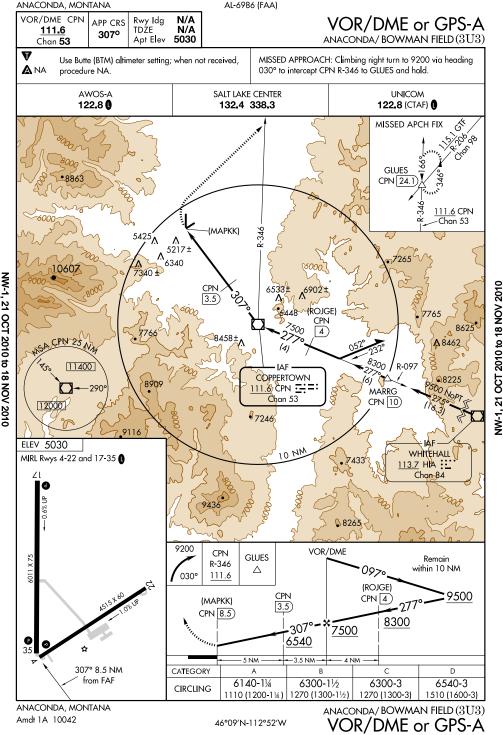
RWY 14: Trees. Rgt tfc.

RWY 32: Trees. Rgt tfc. AIRPORT REMARKS: Unattended, Livestock on and in vicinity of arpt. Rwy 14-32 soft when wet, Gopher holes on rwy

surface. Tall grass at north end. Rwy 14 markings NSTD, tires faded and obscured by weeds. No snow removal.

Rwv 14-32 edge marked with painted tires full length.

**GREAT FALLS** 



**MONTANA** 

1 SE

RWY 13-31: H4898X75 (ASPH) S-17.5. D-22.5

(BHK)

60

BAKER MUNI

BENCHMARK

2975 B S4

RWY 13: PAPI(P2L)-GA 3.0° TCH 33', Antenna. RWY 31: PAPI(P2L)-GA 3.25° TCH 13'. Fence.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z±, Sat 1500-1900Z‡. MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31 opr

FUEL 100LL, JET A NOTAM FILE BHK

UTC-7(-6DT) N46°20.86' W104°15.57'

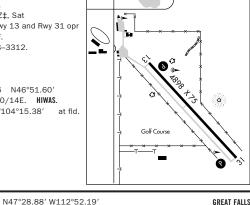
0.3% up SE

dusk-0500Z‡ after 0500Z‡ ACTIVATE-CTAF. WEATHER DATA SOURCES: ASOS 135.475 (406) 778-3312. COMMUNICATIONS: CTAF 122.9.

(R) SALT LAKE CENTER APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK. DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60'

W102°46.41' 230° 68.7 NM to fld. 2520/14E. HIWAS. TIMBER NDB (HW) 344 BKU N46°20.88' W104°15.38' NOTAM FILE BHK.



BILLINGS

H-1D, L-13C

**GREAT FALLS** 

L-13E

IAP

5434 NOTAM FILE GTF RWY 12-30: H6000X100 (ASPH) S-45, D-80, 2D-140

and W of arpt. Rwy 30 recommended departure rwy conditions permitting. Rwy 12 rises uphill 120' with rising terrain beyond.

UTC-7(-6DT)

RWY 12: Trees. RWY 30: Hill. AIRPORT REMARKS: Unattended. No services avbl. Mountains parallel E

Rwy subject to moderate to severe crosswinds and turbulence. No snow removal winters. Arpt is located within the Lewis and Clark National Forest.

(3U7) 0 SE

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00' W111°24.73' 256° 59.4 NM to fld. 3672/16E.

BERT MOONEY (See BUTTE)

### **BIGFORK**

FERNDALE AIRFIELD (53U) 3 NE UTC-7(-6DT) N48°04.50′ W114°00.06′

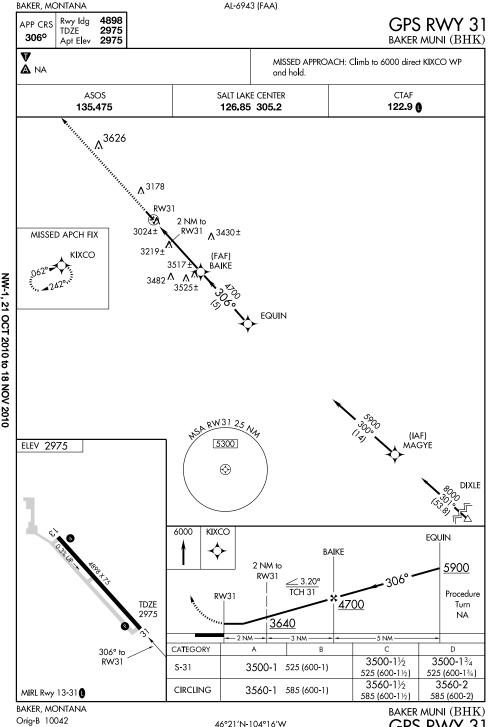
RWY 15: Trees.

S4 TPA—See Remarks NOTAM FILE GTF RWY 15-33: 3500X95 (TURF)

COMMUNICATIONS: CTAF 122.9

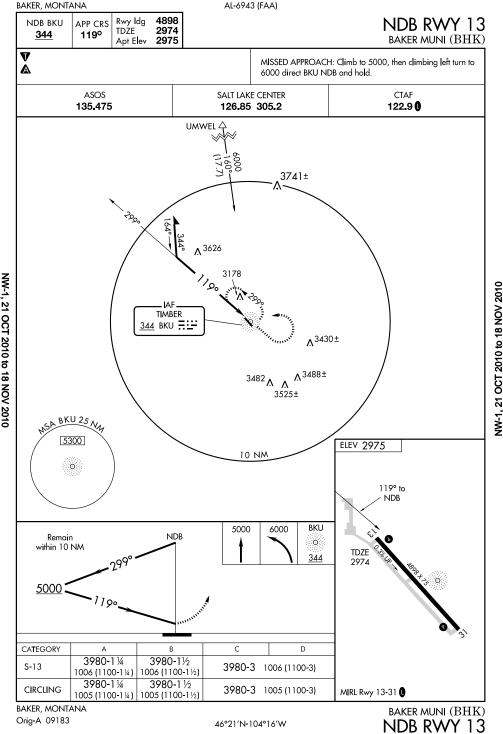
RWY 33: Trees.

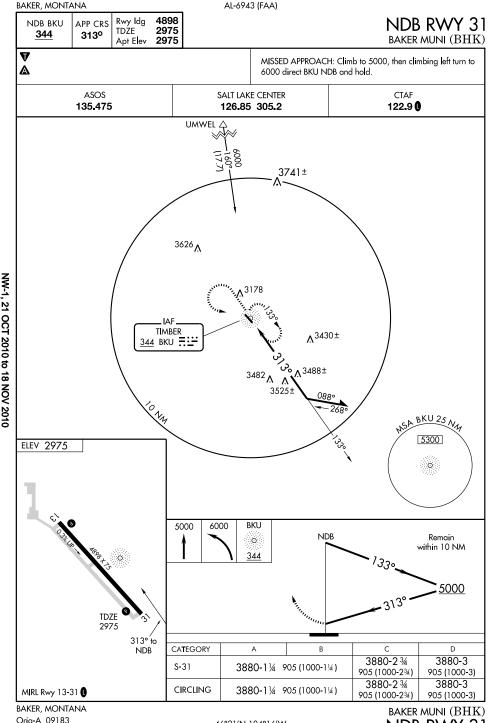
AIRPORT REMARKS: Unattended. Snow removal may be delayed call for conditions 406-257-5994. Rwy 15-33 white cones mark full rwy length. Red tfc cones mark each rwy thld. Dep procedure straight out through TPA of 4060(1000).



GPS RWY 31

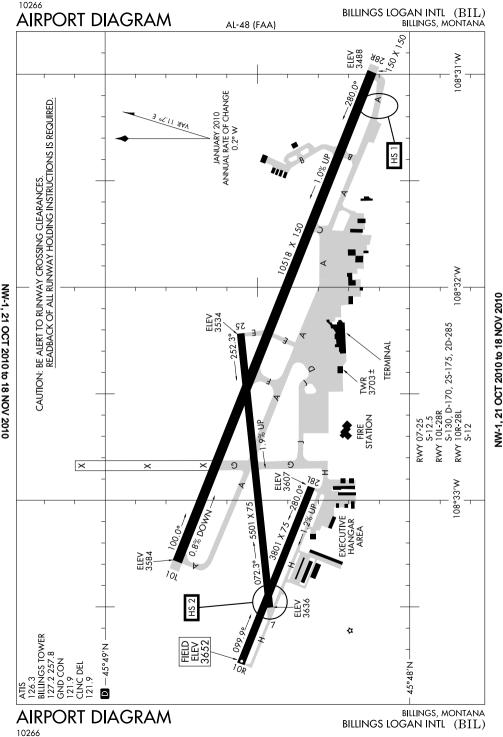
NW-1, 21 OCT 2010 to 18 NOV 2010





Orig-A 09183

**NDB RWY 31**  NW-1, 21 OCT 2010 to 18 NOV 2010



**MONTANA** 

RWY 28R: REIL, PAPI(P4R)—GA 3.0° TCH 56', Ground,

(BIL)

RWY 07-25: H5501X75 (ASPH-GRVD) S-12.5

RWY 10L-28R: H10518X150 (ASPH-PFC)

#### RWY 10R. Ground RUNWAY DECLARED DISTANCE INFORMATION RWY N7-TORA-5501 TODA-5501 ASDA-5501

BILLINGS LOGAN INTL

1.9% up SW

RWY 25-

R

62

RWY 07: PAPI(P41 )-GA 3 0° TCH 27' Ground RWY 25: REIL. PAPI(P4R)-GA 3.0° TCH 35'. RWY 10R-28L: H3801X75 (ASPH) S-12

RWY 10L: MALSR, PAPI(P4L)—GA 3.0° TCH 51'. 0.8% down.

RWY 101: TORA-10518 TODA-10518 ASDA-10518 LDA-10518

RWY 10R: TORA-3801 TODA-3801 ASDA-3801 LDA-3801 TORA-5501 TODA-5501 ASDA-5501 LDA-5501 RWY 28L: TORA-3801 TODA-3801 ASDA-3801 LDA-3801

2 NW UTC-7(-6DT)

FUEL 100LL, JET A OX 1, 2, 3, 4

RWY 28R: TORA-10518 TODA-10518 ASDA-10518 LDA-10518

S-130, D-170, 2S-175, 2D-285

1.2% up NW

1.0% un

AIRPORT REMARKS: Attended continuously, Rwy 07-25 and Rwy

LDA-5501

10R-28L CLOSED to acft over 12,500 lbs. Migratory waterfowl

N45°48.46′ W108°32.57′

ARFF Index—See Remarks

HIRL

Rwy 10R-28L: 3801 X 75

Rwy 7-25: 5501 X 75

Residential Area

BILLINGS

IAP. AD

NOTAM FILE BIL H-1F I-130

Residential Area Residential Area PPR unscheduled air carrier ops with more than 30 passenger seats ctc arpt ops 406-657-8496. ARFF Index B from 0900-1300Z±, 180° turns Rwy 10L-28R by acft over 25000 lbs prohibited. For MIRL Rwy 10R-28L and Rwv 07-25, HIRL Rwv 10L-28R, MALSR Rwv 10L and REIL Rwv 25 and Rwv 28R ctc twr.

COMMUNICATIONS: ATIS 126.3 **IINICOM** 122 95 RCO 122.55 (GREAT FALLS RADIO) (R) APP/DEP CON 120.5 (West) 119.2 (East) **TOWER** 127 2 **GND CON 121.9** 

AIRSPACE: CLASS C svc ctc APP CON 20 NM Out RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

WEATHER DATA SOURCES: ASOS (406) 248-2773. LLWAS.

Chan 92

invof arpt. Twy E 35' wide clsd to acft over 12,500 lbs. Snow removal ops in progress winter months, Class I, ARFF Index C.

> **CLNC DEL** 121.9 PRE TAXI CLNC 121.9

> > Rwv 28R.

N45°48.51′ W108°37.48′ BI N45°51.13′ W108°41.67′ 099° 6.9 NM to fld.

(H) VORTACW 114.5 BII SAIGE NDB (LOM) 251 ILS 110.3 I-BIL Rwy 10L Class IB. **ILS/DME** 111.5 I-BMO Chan 52

BOULDER (3U9) 2 S UTC-7(-6DT) N46°12.70′ W112°06.35′ 4968 NOTAM FILE GTF RWY 11-29: 3675X72 (TURF)

course.

RWY 11: Hill.

(H) VORW/DME 112.4

RCO 122.5 (GREAT FALLS RADIO)

BOWMAN FLD

BOZEMAN

RWY 29: Road.

COMMUNICATIONS: CTAF 122.9

(See ANACONDA)

N45°47.03′ W111°09.33′

BZN

Chan 71

NOTAM FILE BZN.

at Gallatin Fld. 4430/18E. VOR portion unusable 360°-105° beyond 20 NM, DME portion unusable 350°-105° beyond 20 NM.

LOM SAIGE NDB.

Class IA.

white cones. -2' drainage ditch +1' berm W side of rwy full length, 43' from Rwy 11-29 centerline.

077° 3.4 NM to fld. 3808/14E. Localizer unusable byd 20° left and right of AIRPORT REMARKS: Unattended. No snow removal, Rwy 11-29 thids marked with faded red cones, edges marked with

**GREAT FALLS** 

GREAT FALLS H-1E, L-13C

#### **BILLINGS TWO DEPARTURE**

BILLINGS, MONTANA BILLINGS LOGAN INTL (BIL) NW-1, 21 OCT 2010 to 18 NOV 2010

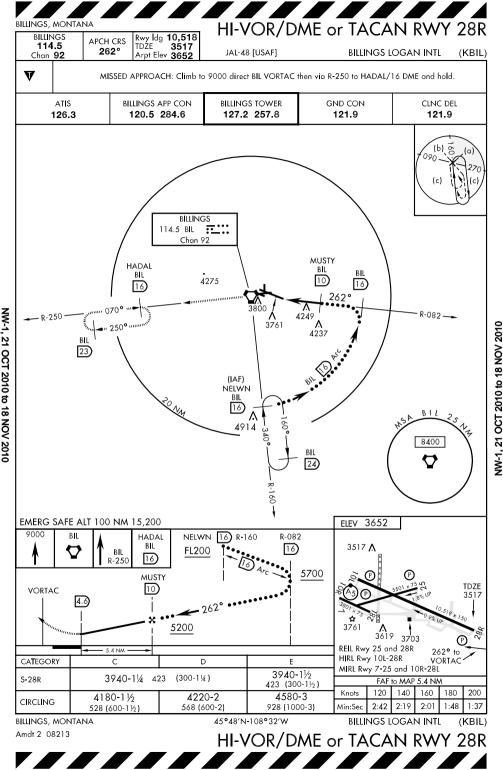
SOTE:

NW-1, 21 OCT 2010 to 18 NOV 2010

Amdt 2A 10182

HI-ILS RWY 10L

WW-1, 21 OCT 2010 to 18 NOV 2010



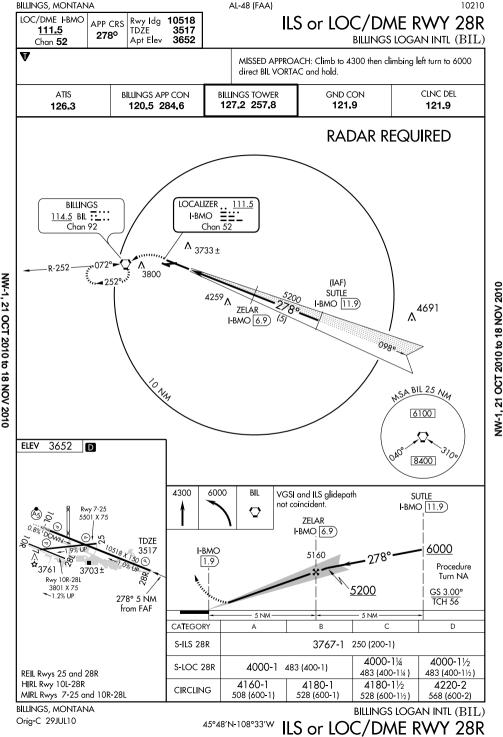
#### HOT SPOTS

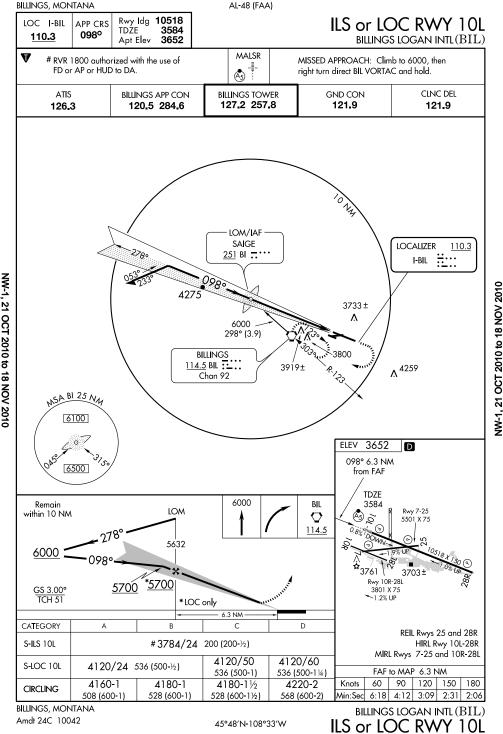
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

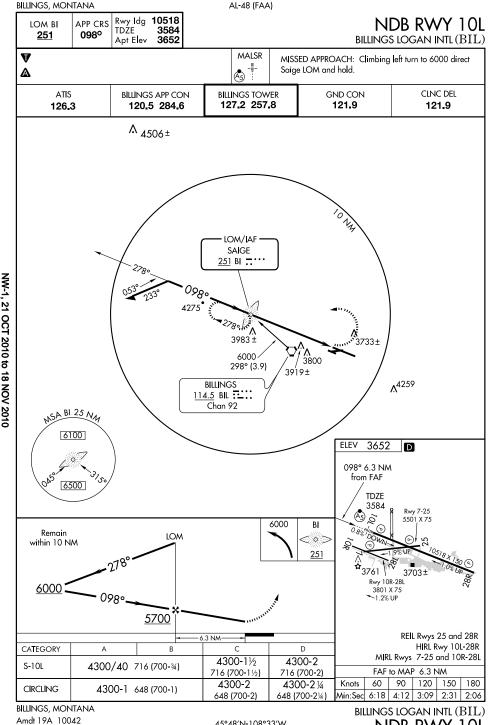
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or e	•	t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr.
		Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

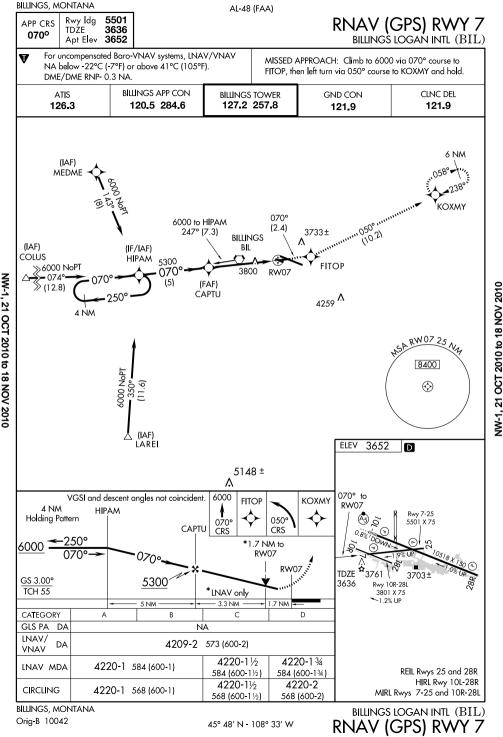
10266			
		HOT SPOTS	
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	

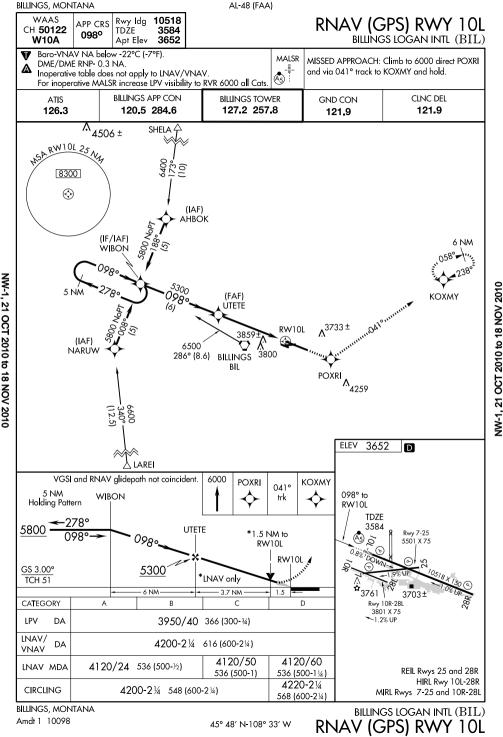


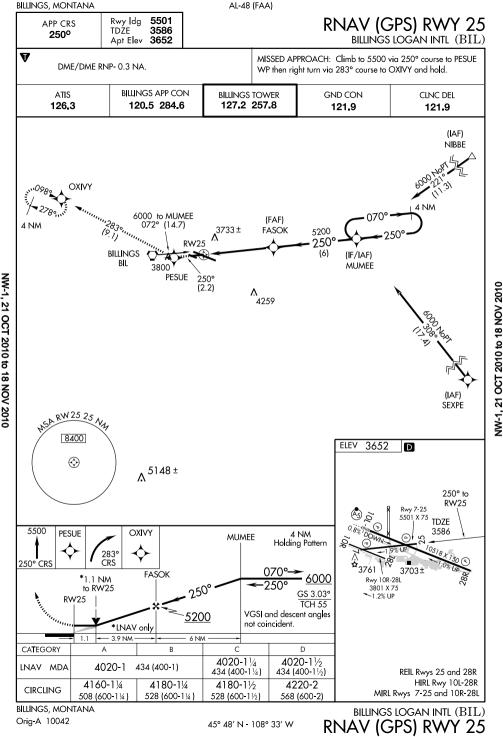


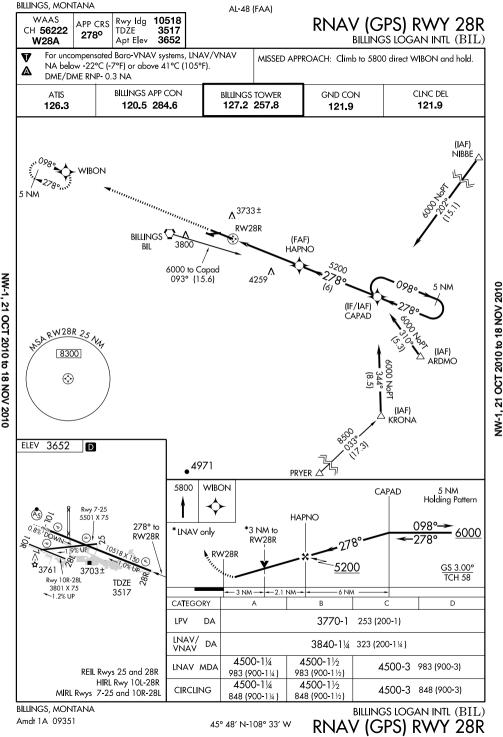


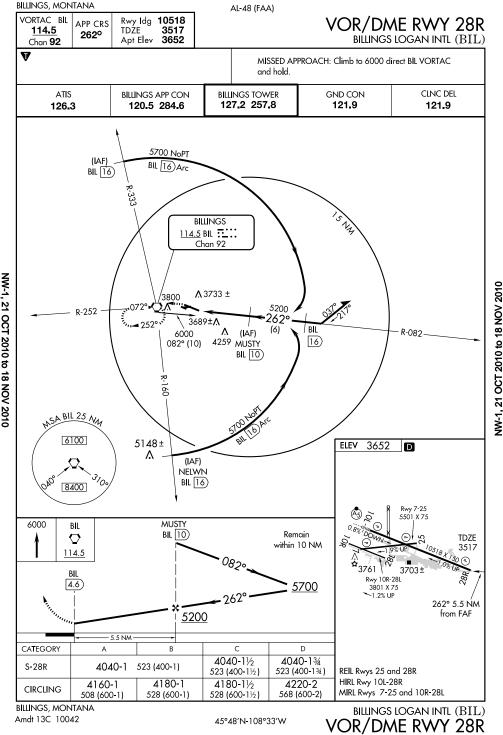
NW-1, 21 OCT 2010 to 18 NOV 2010

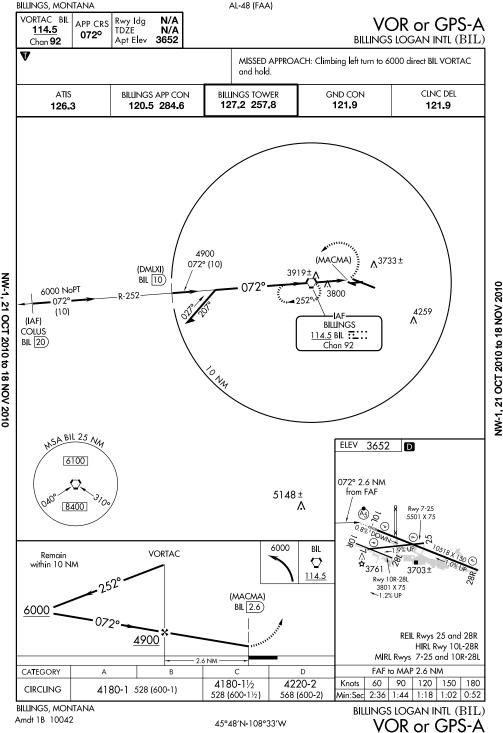


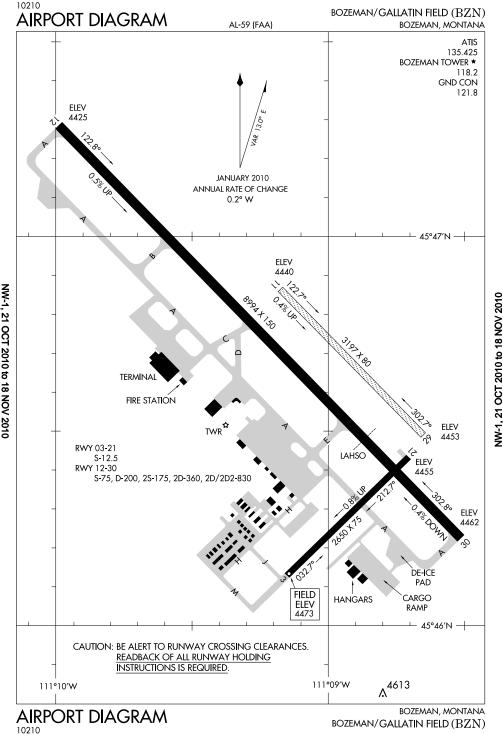












### **BOZEMAN GALLATIN FLD**

7 NW UTC-7(-6DT) 4473 R **S4** FUEL 100, 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks Class I, ARFF Index B NOTAM FILE BZN

RWY 12-30: H8994X150 (ASPH-GRVD) S-75, D-200, 2S-175, 2D-360, 2D/2D2-830 RWY 12: MALSR, VASI(V4L)—GA 3.0° TCH 55'. 0.5% up.

N45°46.65' W111°09.12'

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 51'. 0.4% down. RWY 03-21: H2650X75 (ASPH) S-12.5 0.8% up SW RWY 11-29: 3197X80 (TURF) 0.4% up SE

LAND AND HOLD SHORT OPERATIONS

(BZN)

LANDING HOLD SHORT POINT

**RWY 12** 

DIST AVRI 12-30 6841

AIRPORT REMARKS: Attended 1300-0700Z‡. Parachute Jumping. For after hour svcs call fixed base operators 406-388-1351/4152.

Migratory birds invof arpt. Rwy 11-29 open when dry, clsd when wet or snow covered. Glider ops on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats

call arpt manager 406-388-6632. Rwy 21 between Rwy 12-30 and Twy A avbl for air carrier use day/VFR only. Snow removal equipment monitors CTAF, Tkf Rwv 03 prohibited until after confirming no tfc using Rwy 12. TPA-Single Engine 5303(829),

Multi Engine/Turboiet 5802(1329). When twr clsd ACTIVATE HIRL Rwv 12-30, and MALSR Rwv 12-CTAF, At all times ACTIVATE REIL Rwy 30-CTAF. Landing fee for acft over 12,500 pounds.

WEATHER DATA SOURCES: ASOS (406) 388-4882. COMMUNICATIONS: CTAF 118 2 ATIS 135 425 **IINICOM** 122 95

BOZEMAN RCO 122.5 (GREAT FALLS RADIO) SALT LAKE CENTER APP/DEP CON 132 4

BOZEMAN TOWER 118.2 (1300-0700Z±) **GND CON 121.8** AIRSPACE: CLASS D svc 1300-0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.

BOZEMAN (H) VORW/DME 112.4 BZN

Chan 71 N45°47.03′ W111°09.33′

MANNI NDB (LOM) 266 BZ N45°52.31′ W111°17.14′ NM

ILS 109.3 I-BZN Rwy 12 Class IE. LOM MANNI NDB. LOM unusable 340°-110° byd 15 NM.

BRIDGER MUNI (6S1) 0 W UTC-7(-6DT) N45°17.50′ W108°55.54′

3720 В NOTAM FILE GTF

LIRL (NSTD) RWY 16-34: H3400X42 (ASPH) S-4

RWY 16: Thid dspicd 120'. Tree.

RWY 34: Thid dsplcd 475', Hill, Rgt tfc.

AIRPORT REMARKS: Unattended, Deer on and invof rwvs and twvs, Rwv

16 thid relocated 120' for ngt ops only not marked. Rwy 34

dsplcd thid marked by numbers 3280' avbi for ngt ops. Rwy

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

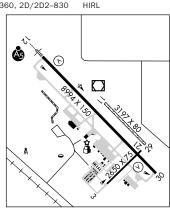
LIRL Rwv 16-34-CTAF.

BILLINGS (H) VORTACW114.5 BIL Chan 92 N45°48.51'

W108°37.48' 188° 33.5 NM to fld. 3808/14E.

16-34 LIRL NSTD. West side 57' from pavement edge. East side

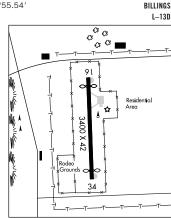
47' from pavement edge. Each thid has 4 lgts total. ACTIVATE



GREAT FALLS

H-1E. L-13C

IAP, AD



at fld. 4430/18E

122° 8.0 NM to fld. LOM unusable 340°-110° byd 15

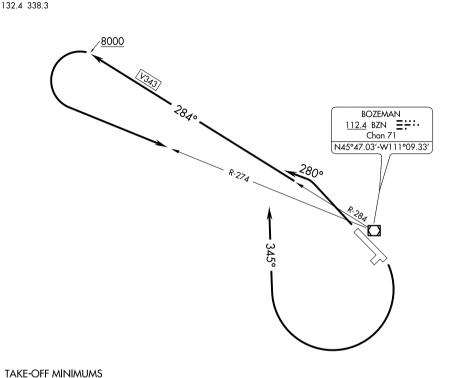
(BZN3.BZN) 10266

SL-59 (FAA) **BOZEMAN THREE DEPARTURE** (OBSTACLE)

BOZEMAN/ GALLATIN FIELD (BZN) BOZEMAN, MONTANA

ATIS 135.425 GND CON 121.8

BOZEMAN TOWER \* 118.2 (CTAF) SALT LAKE CITY CENTER



Rwy 3, 21: NA - ATC. Rwy 12, 30: Standard

## TAKE-OFF OBSTACLE NOTES

Rwy 30: Pole 641' from DER, 622' left of centerline, 62' AGL/4452' MSL.

NOTE: Chart not to scale.

V

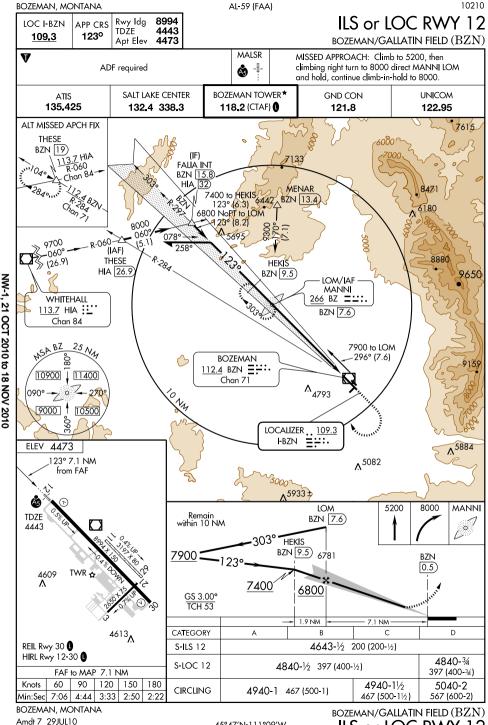
NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn heading 345° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCAor MEA for route of flight.

TAKE-OFF RUNWAY 30: Climbing left turn heading 280° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

## **BOZEMAN THREE DEPARTURE** (OBSTACLE)



## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

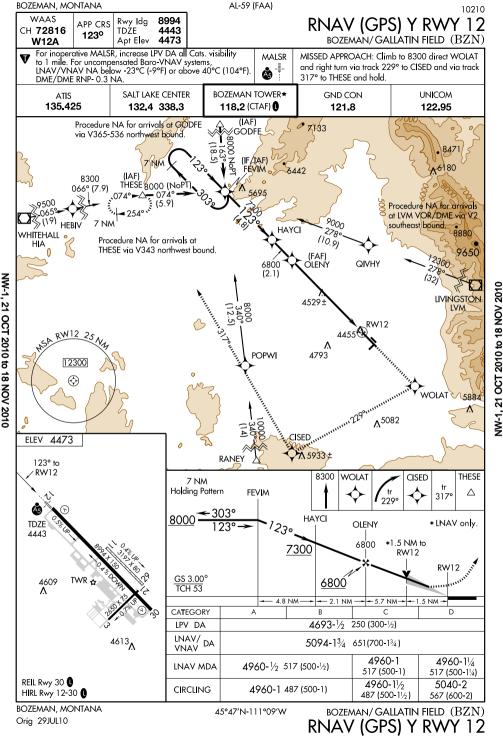
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

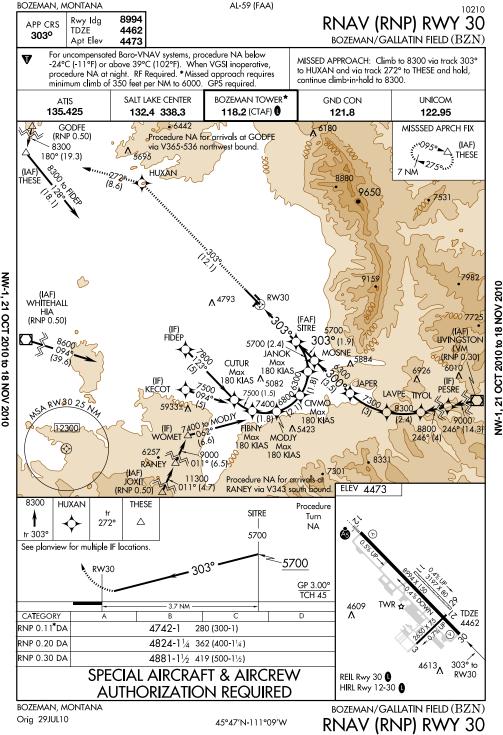
The Aeronautical Information Manual contains specific details on hold-short operations and markings.

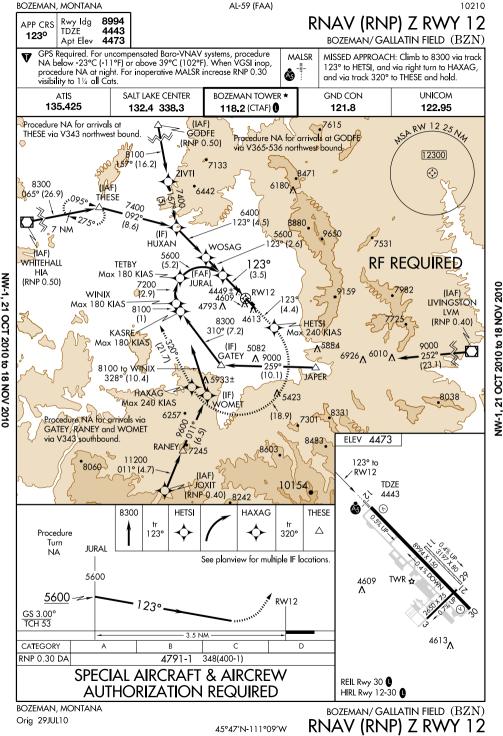
The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

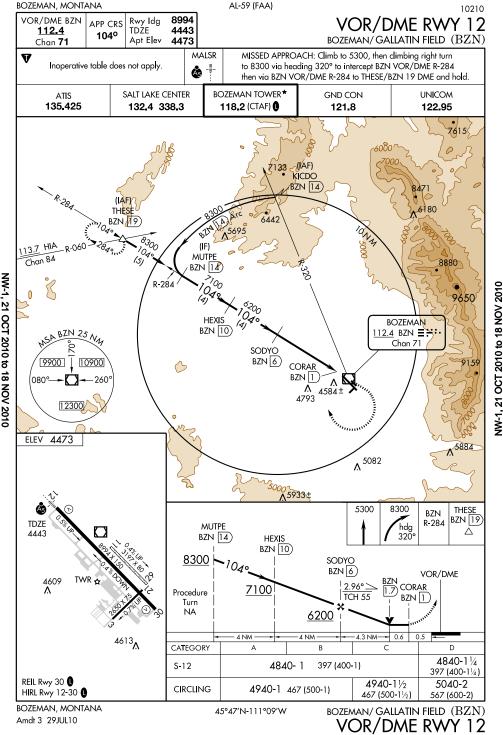
21 OCT 2010 to 18 NOV 2010

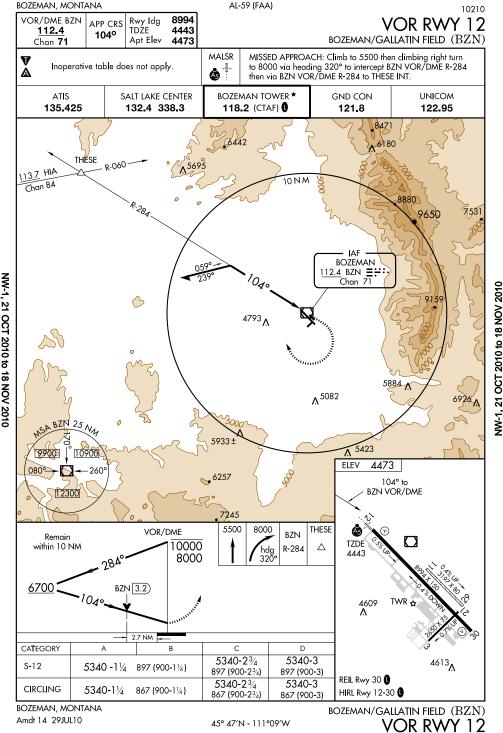
NW-1, 21 OCT 2010 to 18 NOV 2010







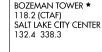




## ATIS 135.425

BOZEMAN, MONTANA

WW-1, 21 OCT 2010 to 18 NOV 2010



GND CON 121.8

> MANN 266 BZ =::. N45°52.36′-W111°17.07′ 251° R-071 (37)WHITEHALL 113.7 HIA

NOTE: ADF REQUIRED

Chan 84 N45°51.71′-W112°10.18′ L-13, H-1

NW-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS Rwy 3, 21: NA - ATC.

Rwy 12: Standard Rwy 30: Standard with minimum climb of 294' per NM to 6500.

TAKE-OFF OBSTACLE NOTES

Rwy 30: Pole 641' from DER, 622' left of centerline, 62' AGL/4452' MSL.

V DEPARTURE ROUTE DESCRIPTION

cross HIA VOR/DME at or above MCA or MEA for route of flight.

TAKE-OFF RUNWAY 12: Climbing right turn to intercept 327° course to MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

TAKE-OFF RUNWAY 30: Climbing left turn direct MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME,

WHITEHALL TWO DEPARTURE

BOZEMAN, MONTANA BOZEMAN/ GALLATIN FIELD (BZN)

NOTE: Chart not to scale.

(HIA2.HIA) 10210

**MONTANA BUTTE** 

3 SE UTC-7(-6DT) N45°57.29' W112°29.85'

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index A

RWY 11-29: H5100X75 (ASPH-GRVD)

B S4

NOTAM FILE BTM

BERT MOONEY

2D-250

5550

RWY 33: VASI(V4L)—GA 3.0° TCH 78'. Tower. S-12.5 RWY 11: REIL. PAPI(P2L)-GA 4.0° TCH 38'. Road.

RWY 15-33: H9001X150 (ASPH-GRVD) S-75, D-160, 2S-175.

RWY 15: REIL. PAPI(P4L)—GA 3.5° TCH 55'. Rgt tfc. 0.6% up.

RWY 29: REIL. PAPI(P2L)-GA 4.0° TCH 45'. Bldg. RUNWAY DECLARED DISTANCE INFORMATION

(BTM)

MIRL

RWY 11: TORA-5100 TODA-5100 ASDA-5100 LDA-5100

ops in progress during periods of snow. PPR for unscheduled air

RWY 29: TORA-5100 TODA-5100 ASDA-5100 AIRPORT REMARKS: Attended dawn-dusk. Deer invof arpt. Snow removal

apch end and Twy F. Rwy 11-29 from Rwy end 29 to Rwy 15-33 and from Twy F to Rwy end 11 not avbl for air carrier acft over 12.500 lbs. Fee for all commercial acft and acft over 10.000 pounds. Landing fee. Rwy 11 PAPI straight-in only. Rwy 33 do not

LDA-5100

carrier ops with more than 30 passenger seats call arpt manager 406-494-3771. Twy D rstd to acft 12,500 lbs or less between

Rwy 29 apch end and Rwy 15-33, and Twy D between Rwy 11

65

IAP

**GREAT FALLS** 

H-1D. L-13C

use VASI byd 1.5 miles due to high terrain. PAPI restricted to 2.1 NM from Rwy 29 thId due to high terrain. MIRL Rwv 15-33 preset low ints dusk-dawn, MIRL Rwv 11-29 avbl on reg 0600Z to dawn, ACTIVATE MIRL Rwv 15-33 and Rwy 11-29, PAPI Rwy 11 and Rwy 29, and REIL Rwy 11, Rwy 29, and Rwy 15-CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (406) 494-1870. COPPERTOWN RCO 122.65 (GREAT FALLS RADIO)

BUTTE RCO 122.2 122.4 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.

HIA

Chan 46

COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92' W112°44.85' 098° 11.4 NM to fld.

Rwv 15.

NOTAM FILE HLN.

Chan 84 N45°51.71′ W112°10.18′ 274° 14.8 NM to fld. 4652/18E. Class IE.

BUTTE AERO HELIPORT (84U) 4 SE UTC-7(-6DT) N45°57.20′ W112°29.83′ FUEL 100, 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE GTF

HELIPORT REMARKS: Attended dawn-dusk, Helipad may be used for snowpiling during winter months ctc arpt manager

406-494-3771 for current conditions. Grass growing through cracks in helipad. For customs contact GREAT

COMMUNICATIONS: CTAF/UNICOM 123.0

(See TOWNSEND)

at Liberty Co. VFR only.

**GREAT FALLS** 

CAPITOL N46°36.40′ W111°56.23′. NDB (HW) 335

COMMUNICATIONS: CTAF/UNICOM 123.0

5780/16E. WHITEHALL (H) VORW/DME 113.7

B S4

FALLS AFSS.

NDB (MHW) 323 LTY

CANYON FERRY

HELIPAD H2: H80X30 (ASPH)

SALT LAKE CENTER APP/DEP CON 132.4

I-BEY

254° 1.9 NM to Helena Rgnl. Unmonitored when twr clsd.

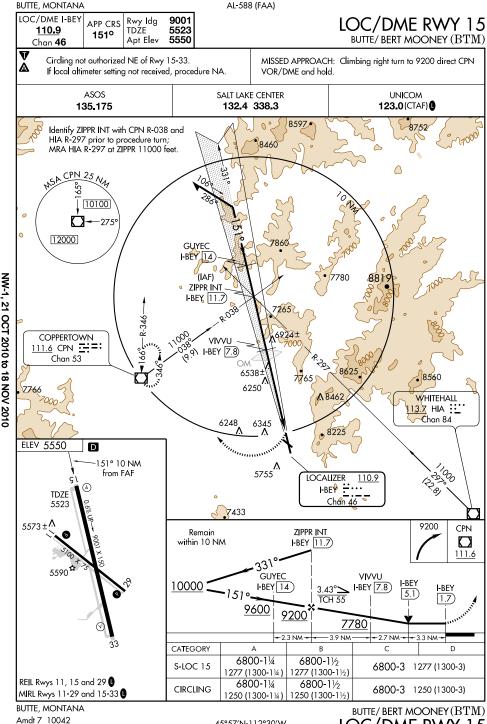
I\_13C

**GREAT FALLS** 

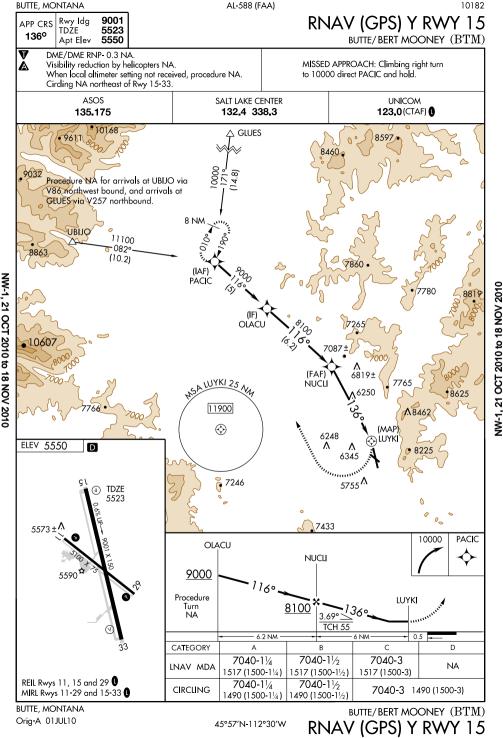
CHESTER N48°30.48' W110°58.85'. NOTAM FILE GTE

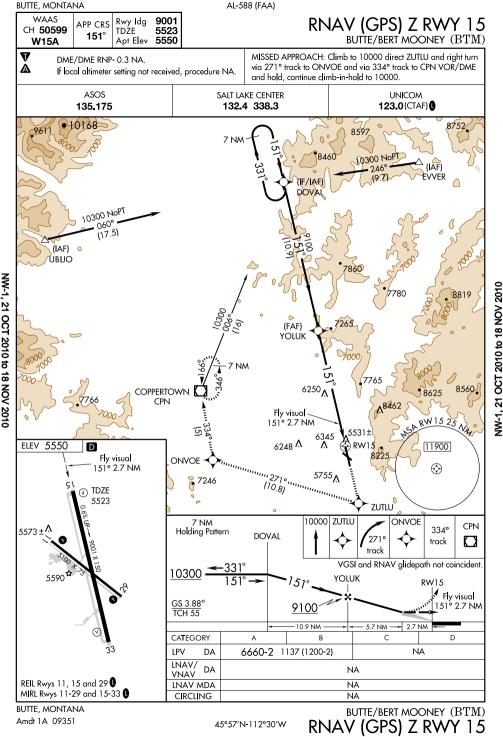
GREAT FALLS L-13C

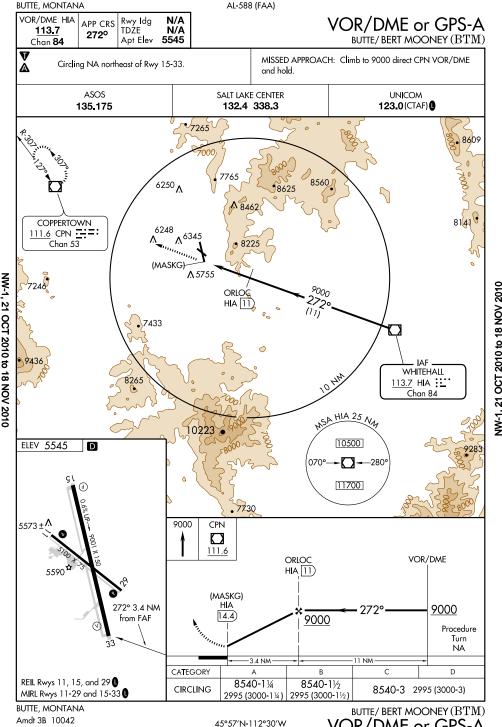
ILS Y RWY 15



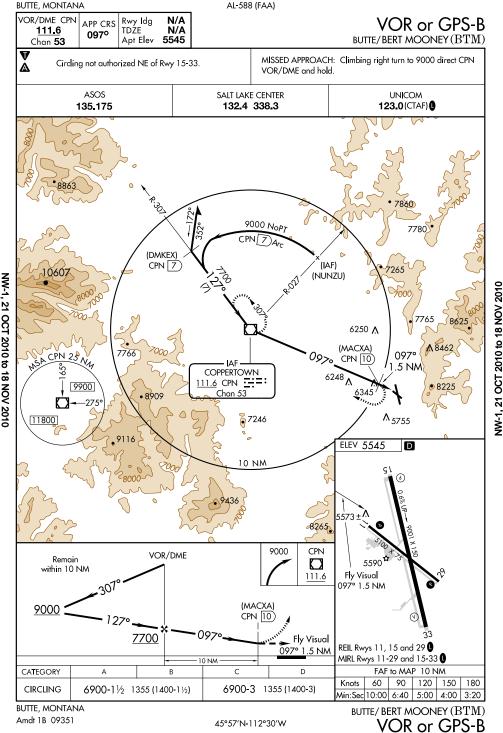
LOC/DME RWY 15







VOR/DME or GPS-A



at fld

UTC-7(-6DT) N47°49.70' W112°10.10'

RWY 14-32: H5000X75 (ASPH) S-16 MIRL RWY 14: PAPI(P2L)-GA 3.0° TCH 23'.

FUEL 100LL, JET A NOTAM FILE GTF

RWY 32: PAPI(P2L)-GA 3.0° TCH 25. Tree. RWY 05-23: H3700X60 (ASPH) S-12.5

RWY 05: PAPI(P2L)-GA 3.0° TCH 25'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 23. Road. AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±, ACTIVATE MIRL

Rwy 05-23 and Rwy 14-32, PAPI Rwy 05 and

1 NE

Rwy 23 and Rwy 14 and Rwy 32-122.8. COMMUNICATIONS: CTAF/UNICOM 122.8 SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF. GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00'

CIRCLE TOWN CO

RWY 12. Railroad RWY 03-21: 2500X195 (TURF)

CHOTEAU

3947

(CII)

W111°24.73' 291° 38.2 NM to fld. 3672/16E. NDB (MHW) 269 CII N47°49.35′ W112°10.26′

Grave Landfill Area Golf (4U6) 1 E UTC-7(-6DT) N47°25.12′ W105°33.72′ BILLINGS

GREAT FALLS

H-1D, L-13C

**GREAT FALLS** 

IAP

2426 В **S4** FUEL 100LL NOTAM FILE GTF RWY 12-30: H4100X75 (ASPH-PFC) S-25 RWY 30: VASI(V2L)-GA 3.0° TCH 20'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. Rwy 03-21 CLOSED winter months, Rwv 03-21 unusable in wet weather, Rwv 03-21 thld marked with red cones. Rwy 03-21 is rough, with long

grass. ACTIVATE MIRL Rwv 12-30-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93' W105°57.21' 359° 64.3 NM to fld. 2640/15E.

NDB (HW) 245 CRR N47°25.10′ W105°33.53′ at fld. NOTAM FILE GTF. VFR only.

L-13E Sewage Ponds

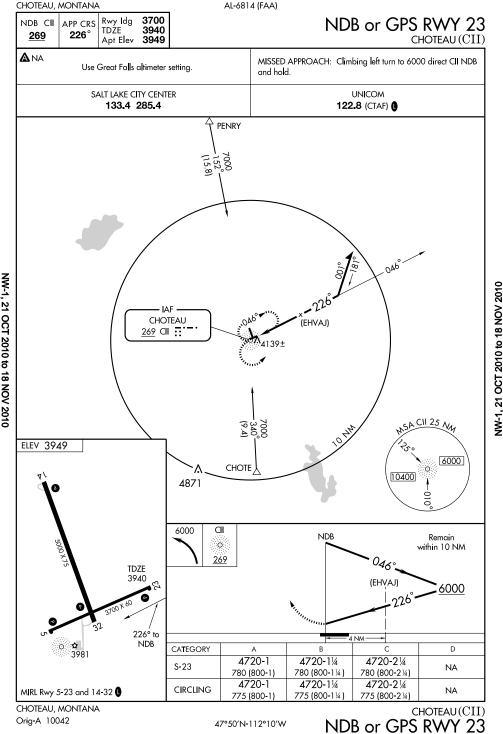
## CLINTON ROCK CREEK (RCØ)

NOTAM FILE GTF RWY 07-25: 4100X75 (TURF)

3 SE

RWY 07: Hill. Rgt tfc. RWY 25: Pole. Rgt tfc. AIRPORT REMARKS: Unattended. Gopher holes full rwy length. Snow removal irregular. Trees and terrain in transition sfc both sides of rwv. COMMUNICATIONS: CTAF 122 9

UTC-7(-6DT) N46°43.63' W113°39.46'



NOTAM FILE GTF

COMMUNICATIONS: CTAF 122 9

(M46) 3 SW UTC-7(-6DT) N45°51.17' W106°42.56'

68

COLSTRIP

3426 B

RWY 06-24: H5100X75 (ASPH) S-12.5 MIRL 0.9% up SW IAP RWY 06: PAPI(P2L)-GA 3.0° TCH 23'. Hill. RWY 24: PAPI(P2L)-GA 3.0° TCH 23'. AIRPORT REMARKS: Attended on call, Deer on airport, MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24 preset low ints dusk-0600Z‡, after 0600Z‡ ACTIVATE—CTAF. Phone available on arpt. COMMUNICATIONS: CTAF 122 9 SALT LAKE CENTER APP/DEP CON 127.75.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS. MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93' 5100 X 75 W105°57.21' 210° 44.8 NM to fld. 2640/15E.

#### **COLUMBUS** WOLTERMAN MEM (6S3)0 SE UTC-7(-6DT) N45°37.83' W109°14.36' 3575 B S4 FUEL 100LL NOTAM FILE GTF RWY 10-28: H3814X75 (ASPH) S-12.5MIRL RWY 28: PAPI(P2R)-GA 3.0° TCH 27'. Brush. RWY 10: Bldg.

GREAT FALLS L-13D

BILLINGS

H-1E, 2G, L-13D

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 28—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51' W108°37.48' 234° 28.0 NM to fld. 3808/14E. CONDON USFS (SØ4) 1 NW UTC-7(-6DT) N47°32.33' W113°43.22'

3686 NOTAM FILE GTF

RWY 13-31: 2575X135 (TURF)

RWY 13: Trees. RWY 31: Trees.

**GREAT FALLS** 

AIRPORT REMARKS: Unattended. No snow removal, Rwy 13-31 measured from Rwy 31 marked thid to end of Rwy 13

maintained area. Rwy 31 thld marked with white cement. Trees in all transitional surfaces.

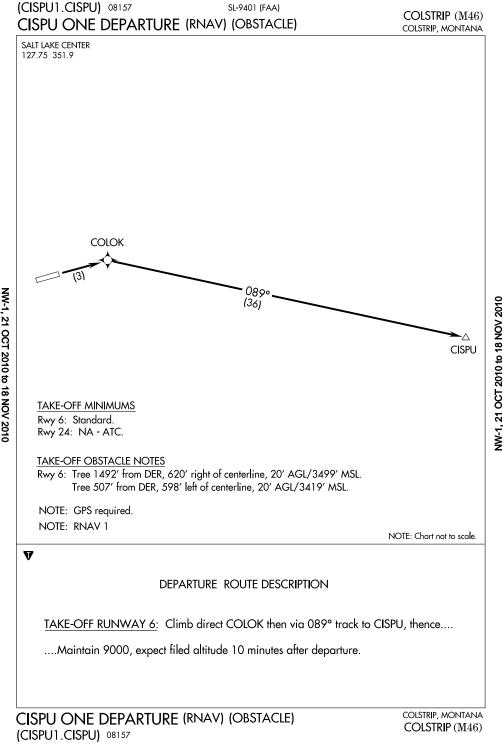
COMMUNICATIONS: CTAF 122.9

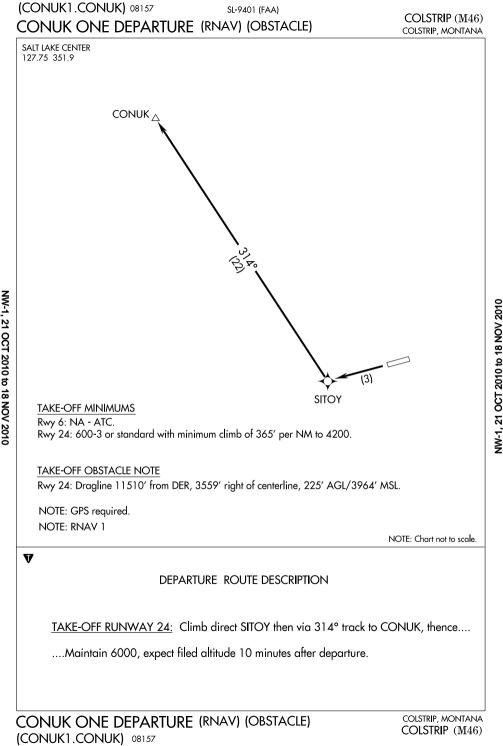
# CONNER

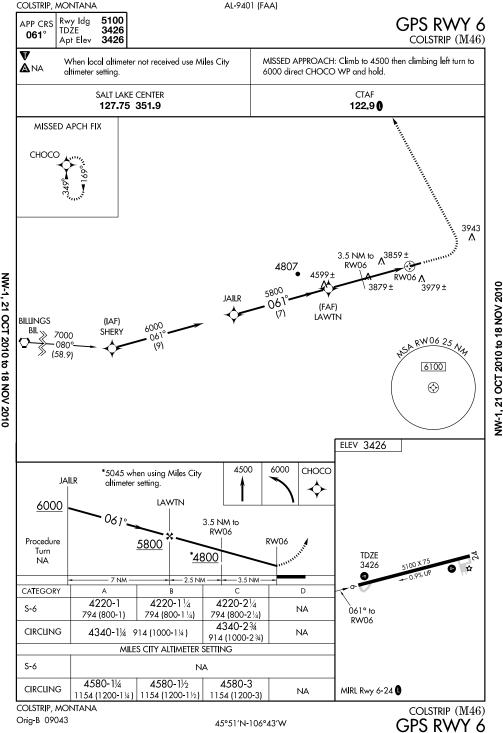
WEST FORK LODGE (4U7) 5 SW UTC-7(-6DT) N45°51.15' W114°13.18' **GREAT FALLS** 4247 FIFE 10011 NOTAM FILE GTE

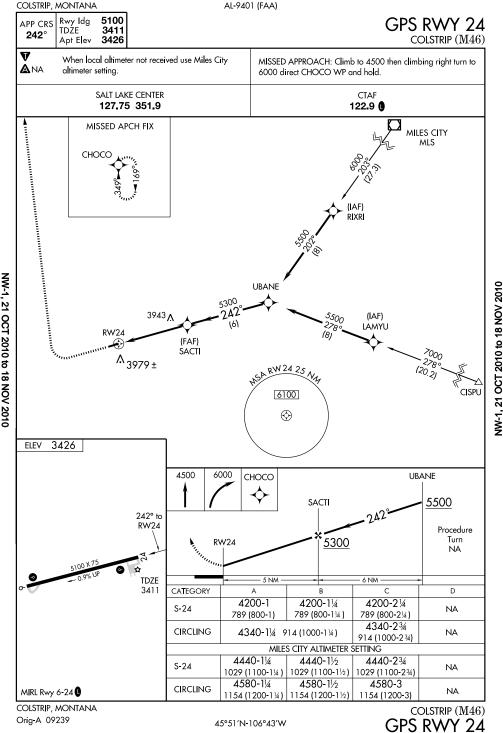
RWY 02-20: 2600X65 (GRVL-TURF) RWY 02: Tree. RWY 20: Road.

AIRPORT REMARKS: Attended continuously, Rwy 02-20 plowed winter months, Livestock, birds and wildlife on and invof arpt. Recommended for experienced pilots only, steep terrain surrounding airport. Recommended takeoff Rwy 20 when conditions allow.









69 MONTANA CONRAD (SØ1) 1 W UTC-7(-6DT) N48°10.12' W111°58.59' **GREAT FALLS** 3545 B S2 FUEL 100LL NOTAM FILE GTF L-13C RWY 06-24: H4601X75 (ASPH) S-12.5 MIRL 0.4% up SW IAP RWY 06: P-line. RWY 24: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree. RWY 15-33: 2800X100 (TURF) Golf Course RWY 15: P-line. RWY 33: Road. AIRPORT REMARKS: Attended May-Sep 1500-0300Z‡, Oct-Apr 1500-0100Z‡. For fuel call 406-271-4060. Intermittent snow removal be alert during winter months. Rwy 15-33 has tire ruts just north of pavement and large gopher holes. Rwy 15-33 marked with plastic cones full length, MIRL Rwv 06-24, PAPI and REIL Rwy 24 ops dusk-0500Z‡. Rwy 24 PAPI OTS indef. After 0500Z‡ ACTIVATE MIRL Rwy 06-24, PAPI and REIL Rwy 23-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 CUT BANK RCO 122.2 (GREAT FALLS RADIO) SALT LAKE CENTER APP/DEP CON 133.4 RADIO AIDS TO NAVIGATION: NOTAM FILE CTB. CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90' W112°20.60' 131° 28 NM to fld. 3780/17E. NDB (MHW) 293 CRD N48°11.14′ W111°54.85′ 231° 2.7 NM to fld. NOTAM FILE GTF. COPPERTOWN N46°01.92′ W112°44.85′ NOTAM FILE BTM. **GREAT FALLS** L-13C (L) VORW/DME 111.6 CPN Chan 53 098° 11.4 NM to Bert Mooney, 5780/16E. VOR unusable: 346°-100° byd 20 NM blo 15,000'

185°-200° byd 30 NM DME unusable: 346°-127° byd 22 NM blo 15,000'

157°-275° bvd 22 NM blo 17.000' RCO 122.65 (GREAT FALLS RADIO)

157°-275° byd 22 NM blo 16,000' 218°-225° byd 30 NM

**CULBERTSON** BIG SKY FLD (S85) 1 NE UTC-7(-6DT) N48°09.20' W104°30.24'

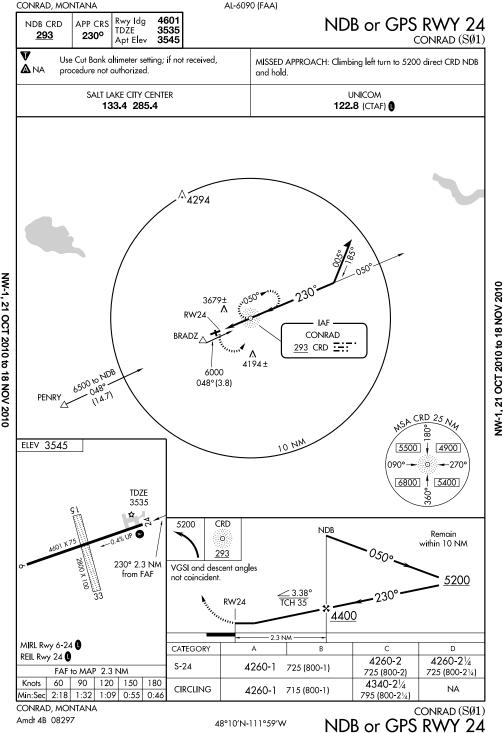
NOTAM FILE GTF RWY 08-26: H3800X60 (ASPH) S-12.5 MIRL RWY 26: PAPI(P2L)-GA 3.0° TCH 27'.

185°-200° byd 30 NM 218°-225° bvd 30 NM BILLINGS

L-13E 3800 X 60 Area

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z±. Sycs avbl 24 hrs 406-787-6680/0660. ACTIVATE MIRL Rwy 08-26 and PAPI Rwy 26—CTAF COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21' W103°45.04' 247° 30.8 NM to fld. 2372/12E. HIWAS.



ΜΠΝΤΔΝΔ

S-12

AIRPORT REMARKS: Attended 1530-00307† Fuel after hours call

(See GLENDIVE)

FIIFI 100LL IFT A AOF B S/ NOTAM FILE CTR RWY 13-31: H5300X75 (ASPH-PEC) S-12 MIRL 0.3% up NW RWY 31: REIL VASI(VAL)-GA 3 0° TCH 43'

(CTR)

RWY 23: PAPI(P2L)-GA 3.0° TCH 40'

RWY 05-23: H5299X75 (ASPH)

(ADCUS) available

7۱

CUT RANK MUNI

MIRL Rwy 05-23 and Rwy 13-31, PAPI Rwy 23, REIL Rwy 31—CTAE VASI Rwy 31 on 24 hours. Flight Notification Service. WEATHER DATA SOURCES: ASOS 119.025 (406) 873-2939. COMMUNICATIONS: CTAF/UNICOM 122 8

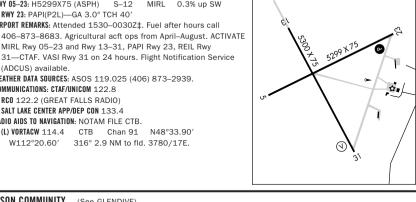
MIRI

MIRI

3 SW LITC-7(-6DT) N48°36 50' W112°22 57'

0.3% un SW

RCO 122 2 (GREAT FALLS RADIO) SALT LAKE CENTER APP/DEP CON 133 4 RADIO AIDS TO NAVIGATION: NOTAM FILE CTB (L) VORTACW 114.4 CTB Chan 91 N48°33.90' W112°20.60' 316° 2.9 NM to fld. 3780/17E.



GREAT FALLS

H-1D I-13C

IAD

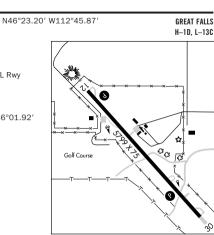
#### DEER LODGE-CITY-CO (38S) 2 W UTC-7(-6DT)

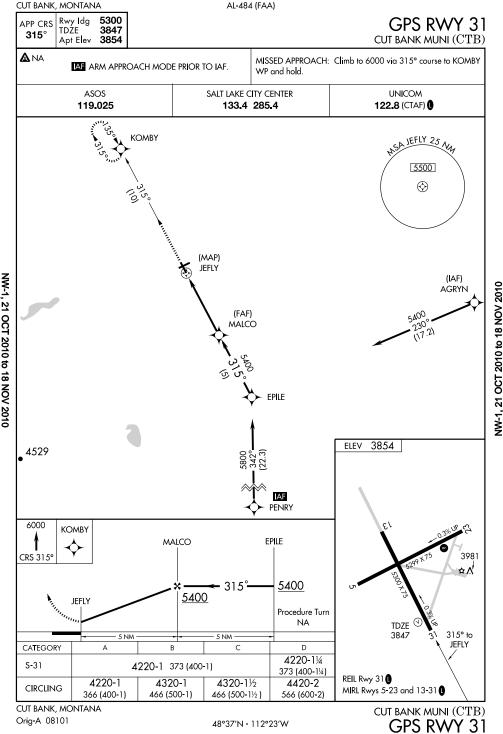
NAME AND MUSAND

4693 B FUEL 100LL, JET A NOTAM FILE GTF RWY 12-30: H5799X75 (ASPH) S-30 D-36

RWY 12: PAPI(P2L)—GA 3 75° TCH 35' RWY 30: PAPI(P2L)-GA 3.0° TCH 24'. AIRPORT REMARKS: Unattended, Phone on fld, ACTIVATE MIRL Rwy

12-30 and PAPI Rwv 12 and Rwv 30-CTAF. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE BTM COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92' W112°44.85' 342° 21.3 NM to fld. 5780/16E.





48°37′N - 112°23′W **RWY 31** 

DELL FLIGHT STRIP (4U9) 1 NW UTC-7(-6DT) N44°44.14' W112°43.20'

RWY 14: PAPI(P2L)—GA 3.5° TCH 30', P-line.

6007 B NOTAM FILE GTE

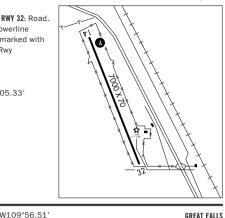
RWY 14-32: H7000X70 (ASPH)

316° 44.6 NM to fld. 4915/15E. W112°12.56′

AIRPORT REMARKS: Unattended, Deer on and invof arpt, Powerline marked with red globe. Snow removal irregular. Rwy marked with numbers only, ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14—CTAF COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE BOL

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33'

MIRL



**GREAT FALLS** 

H-1D. L-13C

GREAT FALLS

H-1D, L-13C

IAP

DENTON (5UØ) UTC-7(-6DT) N47°19.25′ W109°56.51′ 0 N 3592 NOTAM FILE GTF RWY 09-27: 2550X180 (TURF)

RWY 09: Fence RWY 27. Road

rwv end.

AIRPORT REMARKS: Unattended. Migratory bird flocks around sewage lagoons N of Rwy 27 thld. Rwy 09-27 multiple

gopher holes and large badger holes in rwy, especially eastern 900' of rwy, Rwy 09-27 numerous gopher holes in rwy surface. Only center 50' of rwy is mowed. Rwy 09-27 has +3' wooden boundary markers located at each

**COMMUNICATIONS: CTAF 122.9** DILLON (DLN) 4 NE UTC-7(-6DT) N45°15.32′ W112°33.15′

5241 S4 FUEL 100LL, JET A NOTAM FILE DLN В

RWY 17-35: H6500X75 (ASPH) S-60. D-75 MIRL 1.3% up S RWY 17: PAPI(P2L)-GA 3.0° TCH 34'. RWY 35: Road

RWY 04-22: H3599X60 (ASPH) S-30, D-50 MIRL RWY N4. Road RWY 22: PAPI(P2L)-GA 3.0° TCH 27', Road. AIRPORT REMARKS: Attended 1500-0000Z‡. For arpt attendant after hrs call 406-660-0734. Rwy visibility blocked by

hangers/buildings on Rwy 17, confirm presence of other acft prior to tkf. All departures prohibited on Rwy 04 due to rwy visibility blocked by hangers/buildings. ACTIVATE MIRL Rwy 17-35 and Rwy 04-22; PAPI Rwy 17 and Rwy 22-CTAF.

N45°14.91'

WEATHER DATA SOURCES: ASOS 135.225 (406) 683-5470. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.15 (GREAT FALLS RADIO)

R SALT LAKE CENTER APP/DEP CON 132.4

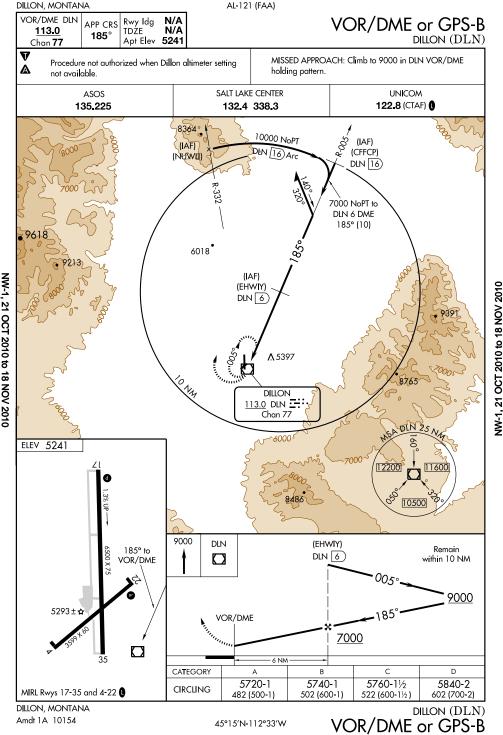
RADIO AIDS TO NAVIGATION: NOTAM FILE DLN.

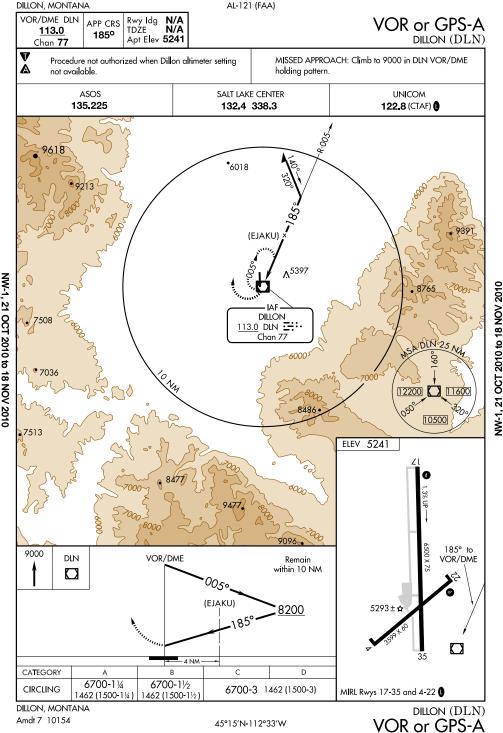
(H) VORW/DME 113.0 DLN Chan 77

W112°32.83' at fld. 5260/18E. DME portion unusable:

045°-090° bvd 30 NM blo 11.700' 090°-140° byd 30 NM blo 12,600'

140°-180° byd 30 NM blo 11,500' 275°-290° bvd 30 NM blo 12 500'





B S4 FUEL 100LL NOTAM FILE GTF

## RWY 08-26: H4799X75 (ASPH-PFC) RWY 08: PAPI(P2L)-GA 3.0° TCH 29'. Trees. RWY 26: PAPI(P2L)-GA 3.0° TCH 29'. Road.

W105°57.21'

FORSYTH TILLITT FLD

AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL

(1S3) 3 E UTC-7(-6DT) N46°16.27′ W106°37.43′

S-12, D-16

MIRL

Rwv 08-26 operates dusk-0500Z±, after 0500Z± ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93'

257° 4.4 NM to fld. NOTAM FILE GTF.

242° 28.7 NM to fld. 2640/15E. FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ IAP

BILLINGS

L-13D

## (See HARLEM)

FORT BELKNAP AGENCY

B S4

RWY 14-32: 1700X75 (DIRT)

#### FORT BENTON (79S) 1 NE UTC-7(-6DT) N47°50.71' W110°38.19' RWY 05-23: H4300X75 (ASPH)

S-12.5 RWY 05: PAPI(P2L)—GA 3.0° TCH 40' P-line. RWY 23: PAPI(P2L) GA 3.0° TCH 40'.

RWY 14: P-line. AIRPORT REMARKS: Unattended. Call in advance for fuel 406-622-3221/5249/3489. For svcs call 406-622-3489. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-A 122.8 (406) 622-5976. Plus visibility. COMMUNICATIONS: CTAF/UNICOM 122.8

FUEL 100LL NOTAM FILE GTF

(R) SALT LAKE CENTER APP/DEP CON 133.4 RADIO AIDS TO NAVIGATION: NOTAM FILE GTF. GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00'

NOTAM FILE GTF

W111°24.73′ 037° 39.4 NM to fld. 3672/16E.

#### FORT PECK (37S) 1 W UTC-7(-6DT) N48°00.30′ W106°28.93′

RWY 12-30: 4100X125 (TURF) RWY 12: Thid dspicd 1300'. RWY 05-23: 2700X100 (TURF)

FUEL 100LL

RWY 05: P-line.

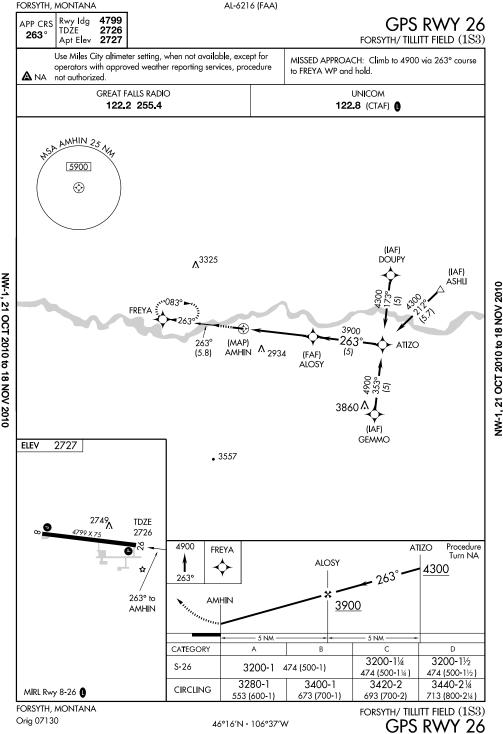
RWY 23: P-line. AIRPORT REMARKS: Unattended. For fuel call 406-228-2433 or 406-228-4848. Ultralights on and invof arpt. COMMUNICATIONS: CTAF 122.9

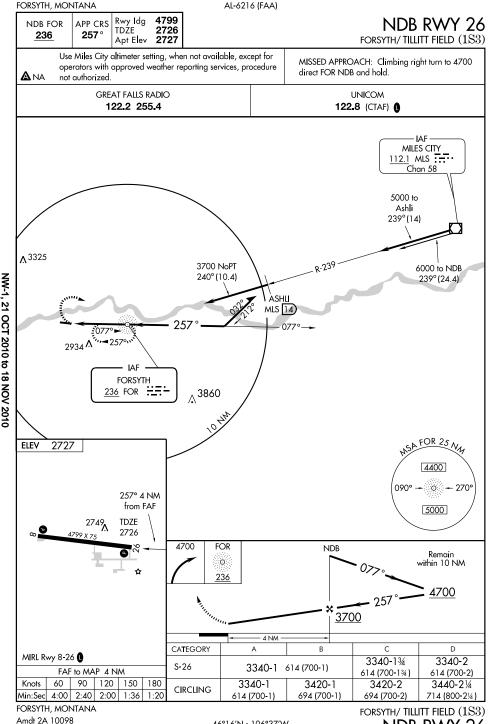
BILLINGS

**GREAT FALLS** 

L-13C

IAP





B S4 FUEL 100LL NOTAM FILE GTF

#### RWY 08: PAPI(P2L)-GA 3.0° TCH 29'. Trees. RWY 26: PAPI(P2L)-GA 3.0° TCH 29'. Road. AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL Rwv 08-26 operates dusk-0500Z±, after 0500Z±

W105°57.21'

RWY 08-26: H4799X75 (ASPH-PFC)

FORSYTH TILLITT FLD

(1S3) 3 E UTC-7(-6DT) N46°16.27′ W106°37.43′

S-12, D-16

MIRL

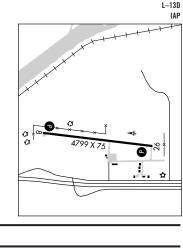
ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93'

(See HARLEM)

S-12.5

242° 28.7 NM to fld. 2640/15E. FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ 257° 4.4 NM to fld. NOTAM FILE GTF.



BILLINGS

**GREAT FALLS** 

L-13C

IAP

## FORT BENTON

FORT BELKNAP AGENCY

#### (79S) 1 NE UTC-7(-6DT) N47°50.71' W110°38.19' B S4 FUEL 100LL NOTAM FILE GTF RWY 05-23: H4300X75 (ASPH)

RWY 14-32: 1700X75 (DIRT)

RWY 05: PAPI(P2L)—GA 3.0° TCH 40' P-line. RWY 23: PAPI(P2L) GA 3.0° TCH 40'.

RWY 14: P-line. AIRPORT REMARKS: Unattended. Call in advance for fuel 406-622-3221/5249/3489. For svcs call 406-622-3489. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-A 122.8 (406) 622-5976. Plus visibility. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF. GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00' W111°24.73' 037° 39.4 NM to fld. 3672/16E.

NOTAM FILE GTF

#### FORT PECK (37S) 1 W UTC-7(-6DT) N48°00.30′ W106°28.93′

RWY 12-30: 4100X125 (TURF) RWY 12: Thid dspicd 1300'. RWY 05-23: 2700X100 (TURF)

COMMUNICATIONS: CTAF 122.9

FUEL 100LL

RWY 05: P-line. RWY 23: P-line. AIRPORT REMARKS: Unattended. For fuel call 406-228-2433 or 406-228-4848. Ultralights on and invof arpt.

BILLINGS

NW-1, 21 OCT 2010 to 18 NOV 2010

AL-10260 (FAA)

FORT BENTON, MONTANA

NW-1, 21 OCT 2010 to 18 NOV 2010

GERALDINE (5U8) UTC-7(-6DT) N47°35.80′ W110°15.96′ 0 S **GREAT FALLS** L-13D 3173 B NOTAM FILE GTF RWY 07-25: H2900X75 (ASPH) LIRI RWY 07: Ground. RWY 25: P-line. AIRPORT REMARKS: Unattended. Rwy 07-25 has 4 shallow holes up to 8' diameter, broken payement, 25' from the west end, ACTIVATE Residential Area LIRL Rwy 07-25-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE LWT. LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18' W109°36.37' 306° 42.3 NM to fld. 4133/15E. 2900 X 75

MONTANA

## GLASGOW N48°12.92′ W106°37.53′. NOTAM FILE GGW.

GLACIER PARK INTL

**GLASGOW** 

76

#### (H) VORW/DME 113.9 GGW RCO 122.25 (GREAT FALLS RADIO)

S4 RWY 12-30: H5001X100 (ASPH-AFSC)

Chan 86

at Wokal Fld/Glasgow Intl 2280/14E.

WOKAL FLD/GLASGOW INTL (GGW) 1 NE UTC-7(-6DT) N48°12.75′ W106°36.88′ BILLINGS FUEL 100, JET A1 + Class III, ARFF Index A NOTAM FILE GGW H-1E. 2G. L-13D S-55, D-70, 2S-89, 2D-100

RWY 12: REIL, VASI(V4L)-GA 3.0° TCH 38'. RWY 30: REIL, VASI(V4L)-GA 3.0° TCH 40'. RWY 08-26: H5000X75 (ASPH-GRVD) S-25, D-45, 2D-75 MIRL RWY 08: REIL, PAPI(P2L)-GA 3.0° TCH 30'. RWY 26: REIL, VASI(V2L)-GA 3.0° TCH 26'. RUNWAY DECLARED DISTANCE INFORMATION RWY 08: TORA-5000 TODA-5000 ASDA-5000 LDA-5000 RWY 12: TORA-5001 TODA-5001 ASDA-5001 LDA-5001 RWY 26: TORA-5000 TODA-5000 ASDA-6047 LDA-5000 RWY 30: TORA-5001 TODA-5001 ASDA-5231 LDA-5001 AIRPORT REMARKS: Attended 1500-0000Z±. Airfield surface conditions unmonitored 0400-1030Z‡. For svc after hrs phone 406-228-4023. After hours credit card fueling. ACTIVATE MIRL Rwy 08-26 and Rwy 12-30, REIL Rwy 08, Rwy 12, Rwy 26 and Rwy 30 -CTAF, VASI Rwy 12, Rwy 26 and Rwy 30 and PAPI Rwy 08 operate 24 hrs. Flight Notification Service (ADCUS) available.

(See KALISPELL)

at fld.

5000 X 75

at fld. 2280/14E.

WEATHER DATA SOURCES: ASOS 135.175 (406) 228-8294. COMMUNICATIONS: CTAF/UNICOM 122.8

NDB (HW) 410 GDV

GLASGOW RCO 122.25 (GREAT FALLS RADIO) SALT LAKE CENTER APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.

GGW

Chan 86 N48°12.92′ W106°37.53′

GLASGOW (H) VORW/DME 113.9

MILK RIVER NDB (HW) 339 MKR N48°12.47′ W106°37.57′ **GLENDIVE** N47°08.00′W104°48.28′

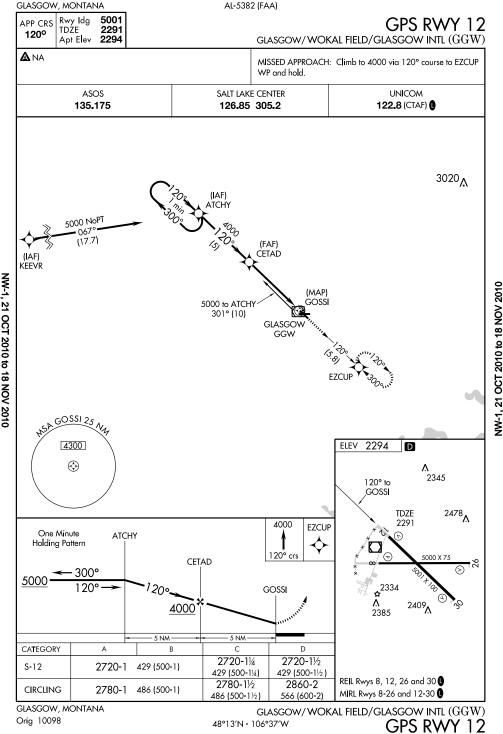
NOTAM FILE GDV. at Dawson Community. RCO 122 55 (GREAT FALLS RADIO)

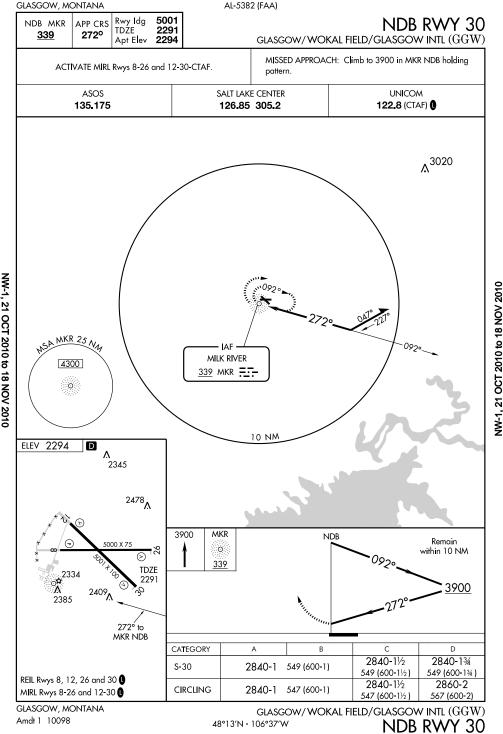
BILLINGS L-13E

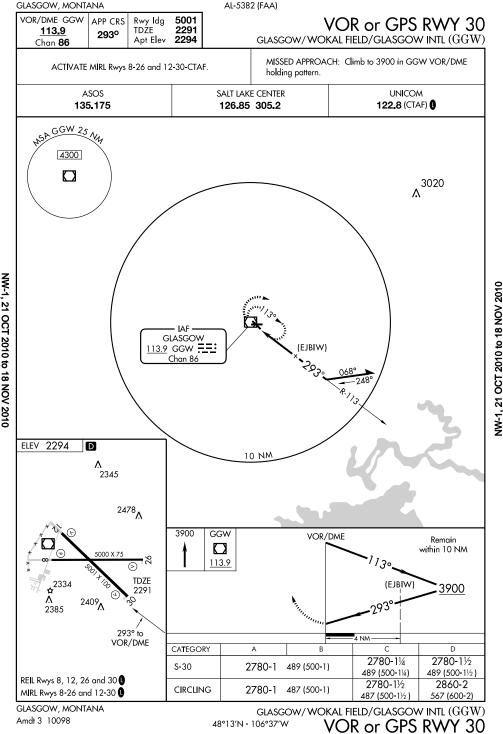
BILLINGS

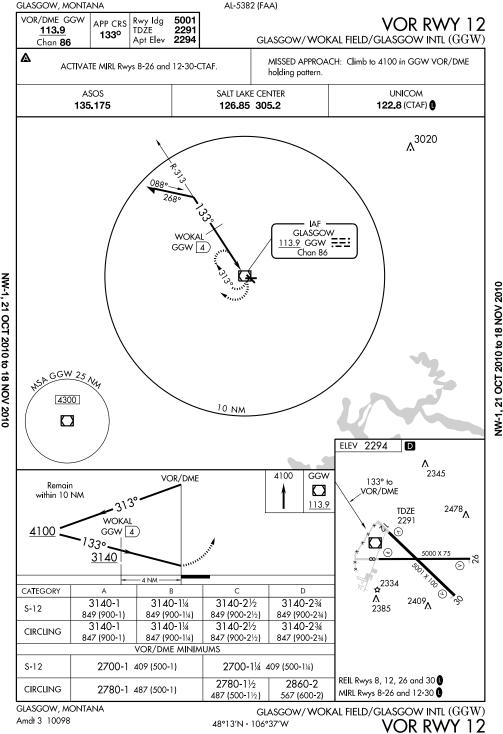
IAP

H-1E, 2G, L-13D









# **GLENDIVE**

RWY 12-30: H5704X100 (ASPH-GRVD) RWY 12: VASI(V4L)-GA 3.0° TCH 37'. Road. RWY 30: VASI(V4L)-GA 3.0° TCH 37'.

RWY 02: PAPI(P2L)-GA 3.0° TCH 26'. RWY 20: PAPI(P2L)—GA 3.0° TCH 24'.

B S4

RWY 02-20: H3000X60 (ASPH)

RIINWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

RWY 12: TORA-5704

RWY 20: TORA-3000 TODA-3000 ASDA-3000 RWY 30: TORA-5704 TODA-5704 ASDA-5704 LDA-5704

COMMUNICATIONS: CTAF/UNICOM 122.8

at fld. NOTAM FILE GDV.

W105°57.21' GLENDIVE NDB (HW) 410

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

AIRPORT REMARKS: Attended 1430-0130Z±. Airfield sfc conditions

FUEL 100LL JET A

TODA-5704 ASDA-5704

**DAWSON COMMUNITY** (GDV) 4 NW UTC-7(-6DT) N47°08.32′ W104°48.43′

S-38. D-50

LDA-5704 LDA-3000

MIRI

Class III. ARFF Index A NOTAM FILE GDV

unmonitored Nov-May 0800-1800Z‡. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20 opr dusk-0500Z‡-

CTAF. VASI Rwy 12 and Rwy 30 opr continuously. WEATHER DATA SOURCES: AWOS-3 135.075 (406) 687-3346.

GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

MIRL

0.4% up E

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22 93'

031° 65.6 NM to fld. 2640/15E. GDV N47°08.00' W104°48.28'

**GREAT FALLS INTL** (GTF) 3 SW UTC-7(-6DT) N47°28.96' W111°22.24' **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) Class I, ARFF Index C NOTAM FILE GTF

RWY 16-34: H5722X150 (ASPH) S-95, D-120, 2S-152, 2D-190

S-150, D-173, 2S-175, RWY 03-21: H10502X150 (ASPH-GRVD) 2D-331, 2D/D1-555, 2D/2D2-555 HIRL CL RWY 03: TDZL. ALSF2. PAPI(P4L)-GA 3.0° TCH 70'. Road.

RWY 21: REIL, PAPI(P4R)-GA 3.0° TCH 75'. 0.3% up.

HIRI 0.5% up S RWY 16: Thid dsplcd 652'.

RWY 34: PAPI(P4L)-GA 3.0° TCH 50'.

RWY 07-25: H4294X75 (ASPH-PFC) S-25

RWY 25: PAPI(P4L)-GA 3.3° TCH 40'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-10502 TODA-10502 ASDA-10502 LDA-10502

RWY 07:

TORA-4294 TODA-4294 ASDA-4294 LDA-4294

RWY 16: TORA-5722 TODA-5722 ASDA-5070 LDA-5070

RWY 21: TORA-10502 TODA-10502 ASDA-10502 LDA-10502

ARRESTING GEAR/SYSTEM

RWY 25: TORA-4294 TODA-4294 ASDA-4294 LDA-4294 RWY 34-TORA-5070 TODA-5070 ASDA-5070 LDA-5070

RWY 03 BAK-14 BAK-12B(B) (1400')

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07-25 not avbl for air carrier tkf and ldg of

acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07-25 between

Rwys 03-21 and 16-34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy Igts are on. Flight Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (406) 452-9844.

COMMUNICATIONS: ATIS 126.6 UNICOM 122.95 RCO 122.6 (GREAT FALLS RADIO)

R APP/DEP CON 128.6 **TOWER** 118.7 GND CON 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc APP CON on 128.6 RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

(H) VORTACW 115.1

GTF Chan 98 N47°27.00′ W111°24.73′ TRULY NDB (HW) 371

ITU

N47°21.95′ W111°22.37′ 345° 7.0 NM to fld. ILS/DMF 111.3 I-SMR Chan 50 Rwy 03 Class IIIE

77

RILLINGS

H-1F. 2H. L-13E

**GREAT FALLS** 

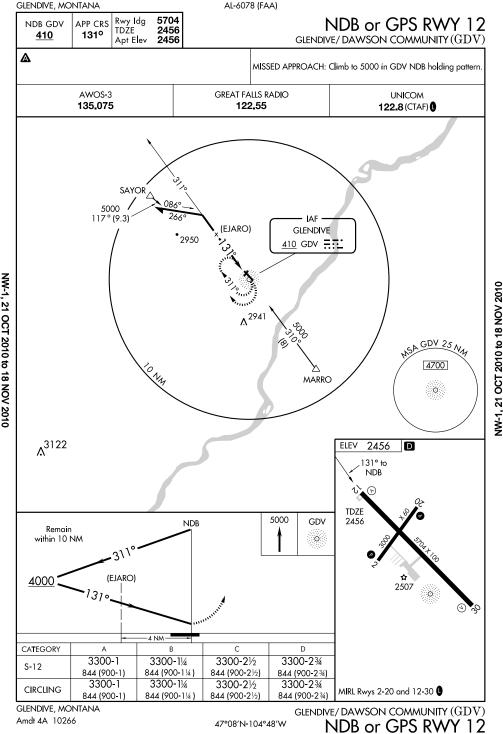
H-1E, L-13C

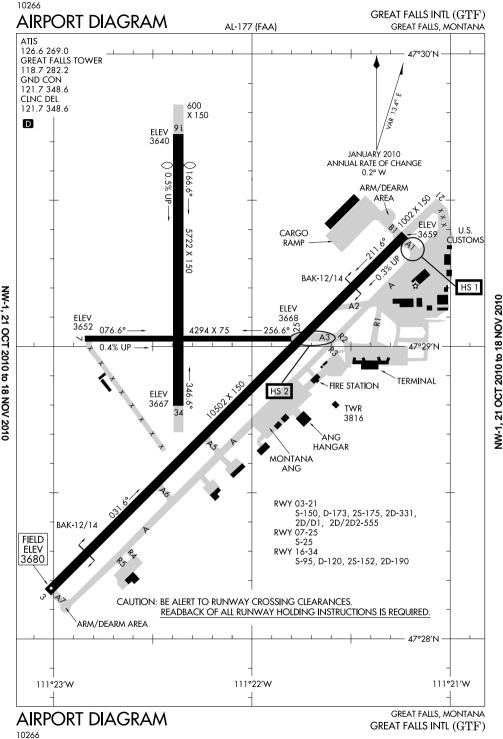
IAP, AD

91

BAK-14 BAK-12B(B) (1500') RWY 21

025° 2.6 NM to fld. 3672/16E.





# **GLENDIVE**

RWY 12-30: H5704X100 (ASPH-GRVD) RWY 12: VASI(V4L)-GA 3.0° TCH 37'. Road. RWY 30: VASI(V4L)-GA 3.0° TCH 37'.

RWY 02: PAPI(P2L)-GA 3.0° TCH 26'. RWY 20: PAPI(P2L)—GA 3.0° TCH 24'.

B S4

RWY 02-20: H3000X60 (ASPH)

RIINWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

RWY 12: TORA-5704

RWY 20: TORA-3000 TODA-3000 ASDA-3000 RWY 30: TORA-5704 TODA-5704 ASDA-5704 LDA-5704

COMMUNICATIONS: CTAF/UNICOM 122.8

at fld. NOTAM FILE GDV.

W105°57.21' GLENDIVE NDB (HW) 410

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

AIRPORT REMARKS: Attended 1430-0130Z±. Airfield sfc conditions

FUEL 100LL JET A

TODA-5704 ASDA-5704

**DAWSON COMMUNITY** (GDV) 4 NW UTC-7(-6DT) N47°08.32′ W104°48.43′

S-38. D-50

LDA-5704 LDA-3000

MIRI

Class III. ARFF Index A NOTAM FILE GDV

unmonitored Nov-May 0800-1800Z‡. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20 opr dusk-0500Z‡-

CTAF. VASI Rwy 12 and Rwy 30 opr continuously. WEATHER DATA SOURCES: AWOS-3 135.075 (406) 687-3346.

GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

MIRL

0.4% up E

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22 93'

031° 65.6 NM to fld. 2640/15E. GDV N47°08.00' W104°48.28'

**GREAT FALLS INTL** (GTF) 3 SW UTC-7(-6DT) N47°28.96' W111°22.24' **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) Class I, ARFF Index C NOTAM FILE GTF

RWY 16-34: H5722X150 (ASPH) S-95, D-120, 2S-152, 2D-190

S-150, D-173, 2S-175, RWY 03-21: H10502X150 (ASPH-GRVD) 2D-331, 2D/D1-555, 2D/2D2-555 HIRL CL RWY 03: TDZL. ALSF2. PAPI(P4L)-GA 3.0° TCH 70'. Road.

RWY 21: REIL, PAPI(P4R)-GA 3.0° TCH 75'. 0.3% up.

HIRI 0.5% up S RWY 16: Thid dsplcd 652'.

RWY 34: PAPI(P4L)-GA 3.0° TCH 50'.

RWY 07-25: H4294X75 (ASPH-PFC) S-25

RWY 25: PAPI(P4L)-GA 3.3° TCH 40'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-10502 TODA-10502 ASDA-10502 LDA-10502

RWY 07:

TORA-4294 TODA-4294 ASDA-4294 LDA-4294

RWY 16: TORA-5722 TODA-5722 ASDA-5070 LDA-5070

RWY 21: TORA-10502 TODA-10502 ASDA-10502 LDA-10502

ARRESTING GEAR/SYSTEM

RWY 25: TORA-4294 TODA-4294 ASDA-4294 LDA-4294 RWY 34-TORA-5070 TODA-5070 ASDA-5070 LDA-5070

RWY 03 BAK-14 BAK-12B(B) (1400')

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07-25 not avbl for air carrier tkf and ldg of

acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07-25 between

Rwys 03-21 and 16-34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy Igts are on. Flight Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (406) 452-9844.

COMMUNICATIONS: ATIS 126.6 UNICOM 122.95 RCO 122.6 (GREAT FALLS RADIO)

R APP/DEP CON 128.6 **TOWER** 118.7 GND CON 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc APP CON on 128.6 RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

(H) VORTACW 115.1

GTF Chan 98 N47°27.00′ W111°24.73′ TRULY NDB (HW) 371

ITU

N47°21.95′ W111°22.37′ 345° 7.0 NM to fld. ILS/DMF 111.3 I-SMR Chan 50 Rwy 03 Class IIIE

77

RILLINGS

H-1F. 2H. L-13E

**GREAT FALLS** 

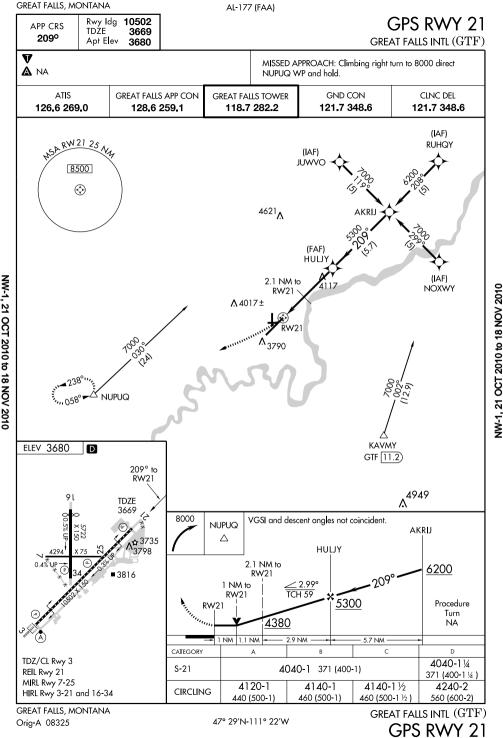
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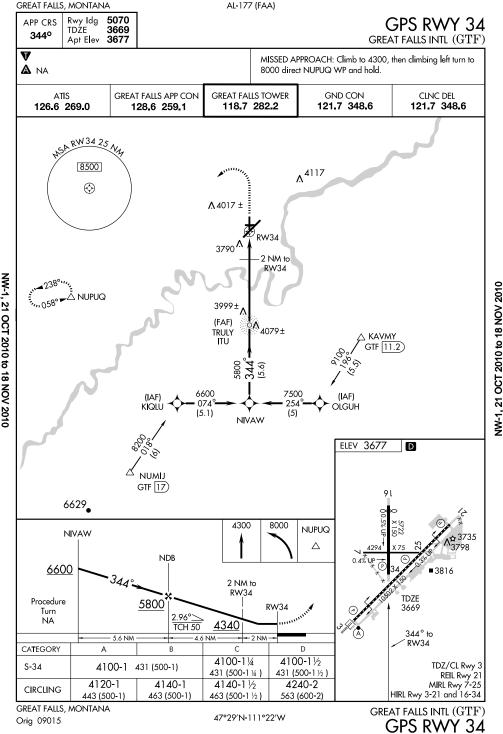
IAP, AD

91

BAK-14 BAK-12B(B) (1500') RWY 21

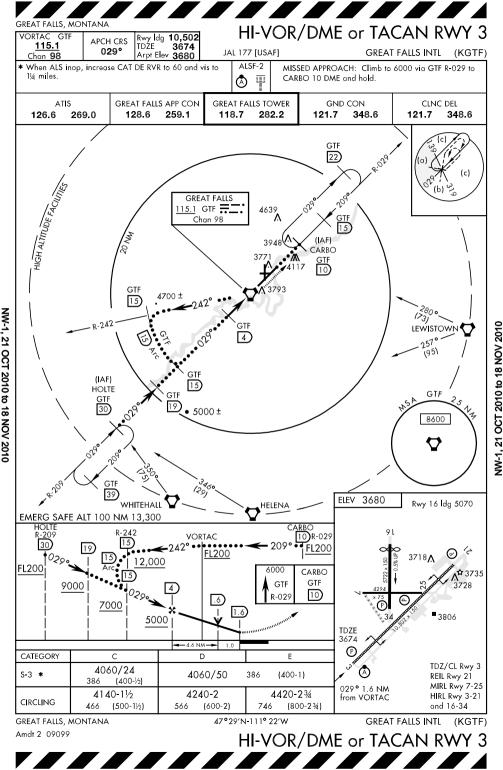
025° 2.6 NM to fld. 3672/16E.

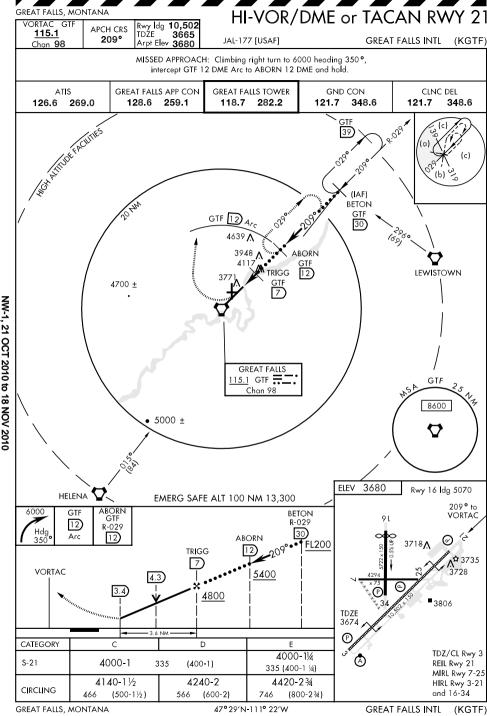




21 OCT 2010 to 18 NOV 2010

**IW-1, 21 OCT 2010 to 18 NOV 2010** 





09099

HI-VOR/DME or TACAN RWY 21

**IW-1, 21 OCT 2010 to 18 NOV 2010** 

### HOT SPOTS

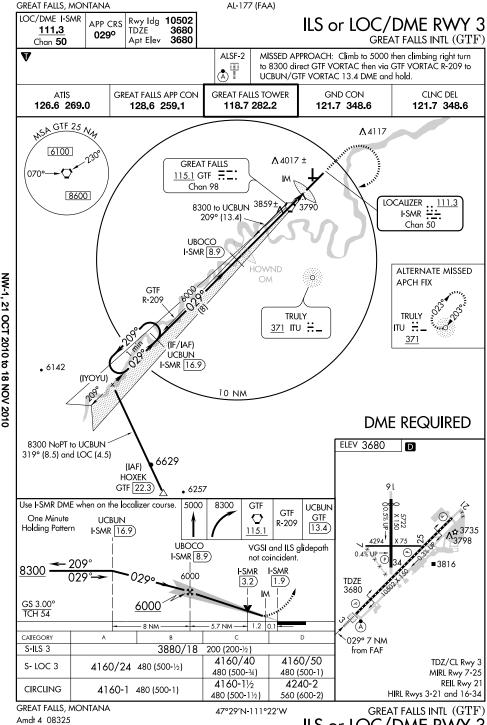
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

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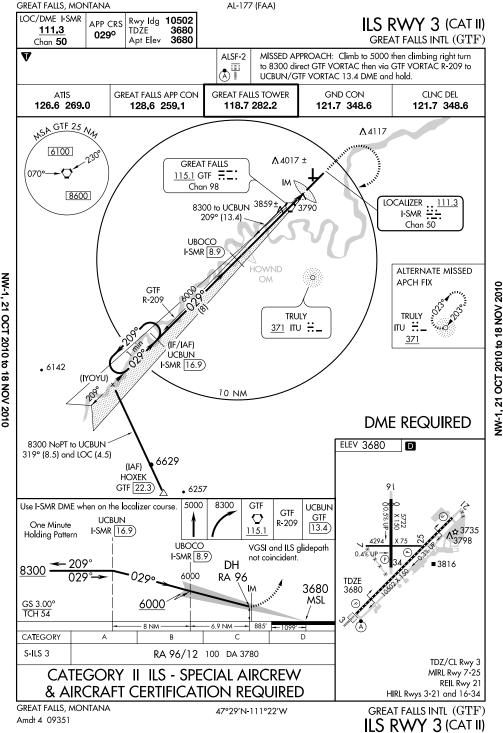
10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	

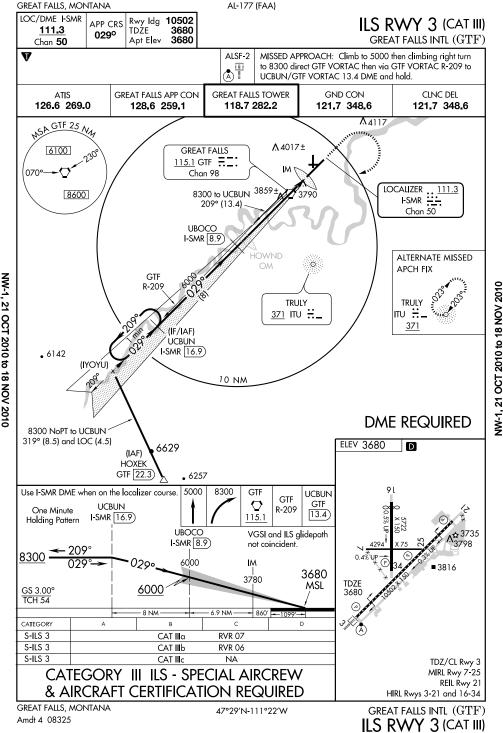


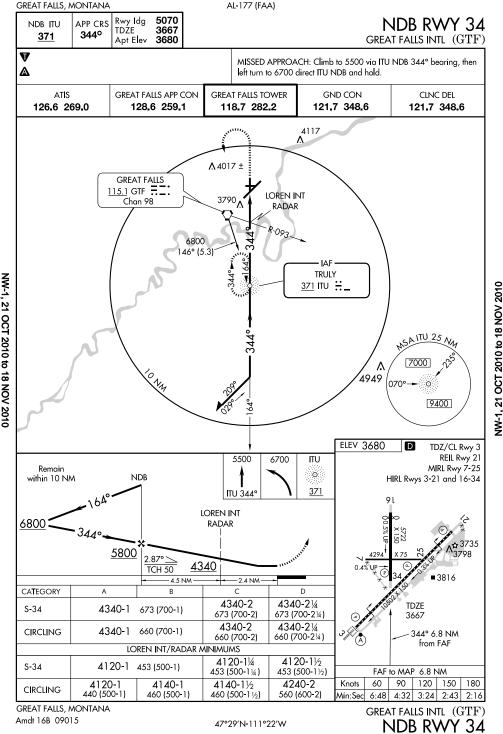
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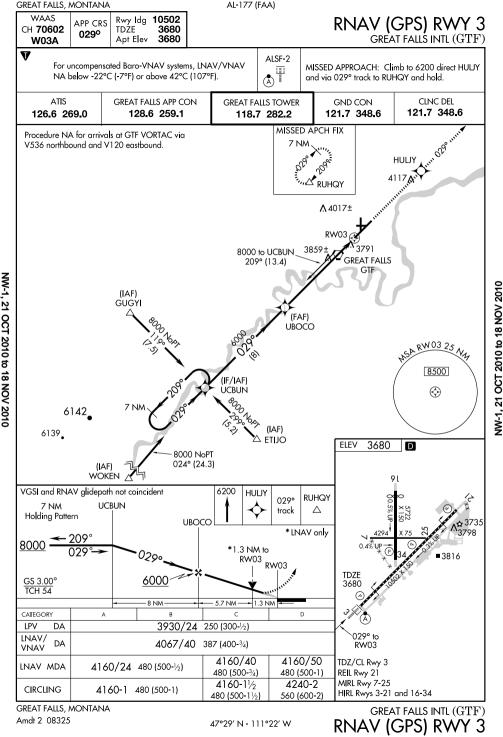
ILS or LOC/DME RWY 3

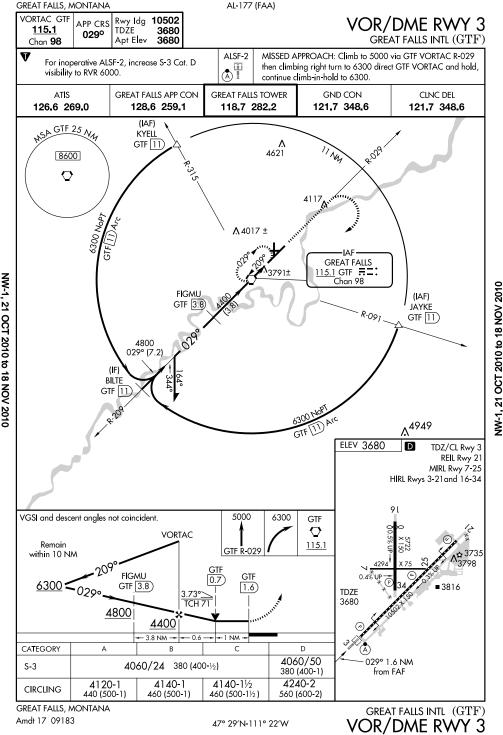
WW-1, 21 OCT 2010 to 18 NOV 2010











GREAT FALLS, MONTANA Amdt 9B 08325 GREAT FALLS INTL (GTF)
VOR RWY 21

NW-1, 21 OCT 2010 to 18 NOV 2010

## **HAMILTON**

RAVALLI CO

RWY 16-34: H4200X75 (ASPH-PEC) S-17 D-25 RWY 16: PAPI(P2L)-GA 3.0° TCH 35', Trees.

S4

Plus visibility.

0.9% un S

NOTAM FILE GTE

MIRI

RWY 34: PAPI(P2L)-GA 3.3° TCH 25'. Trees.

FUEL 100LL, JET A TPA-4442 (800)

(6S5) 1 E UTC-7(-6DT) N46°15.09' W114°07.53'

AIRPORT REMARKS: Attended 1500-0000Z±, Ultralight activity on and

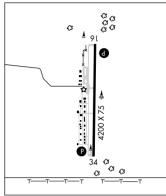
invof arpt. Sailplane on and invof arpt during dalgt hours. Loose asph material on parallel twy for Rwy 16-34. Twy markings

faded/missing, ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34-CTAF. For MIRL Rwy 16-34 during dalgt hours ctc arpt manager 406-375-9149. WEATHER DATA SOURCES: AWOS-A 119.825 (406) 375-9149, press \*3.

COMMUNICATIONS: CTAF/UNICOM 122.8 SPOKANE APP/DEP CON 124 9

SALT LAKE CENTER APP/DEP CON 133.4 North, 132.4 South RADIO AIDS TO NAVIGATION: NOTAM FILE MSO

MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48' W114°05.02' 166° 39.4 NM to fld. 3202/17E.



#### ROTORCRAFT HELIPORT (M62) 2 S UTC-7(-6DT) N46°12.40′ W114°09.18′ 3630 S4 NOTAM FILE GTF

GREAT FALLS

BILLINGS

GREAT FALLS

I\_13C

IAP

HELIPAD H1: H55X50 (CONC) HELIPORT REMARKS: Attended Mon-Fri 1500-0000Z±.

COMMUNICATIONS: CTAF/UNICOM 122 8

## FAIRGROUNDS AIRPARK

HARDIN

#### 2911 B S2 NOTAM FILE GTE

RWY 04-22: H3542X60 (ASPH)

S-15. D-23 LIRL (NSTD)

(FØ2) 1 SE UTC-7(-6DT) N45°43.50′ W107°36.04′

RWY 04: Thid dsplcd 224'. Tree. RWY 22: Thid dspicd 168'. Antenna.

AIRPORT REMARKS: Attended Mon-Fri 1600-0000Z±. Unattended during

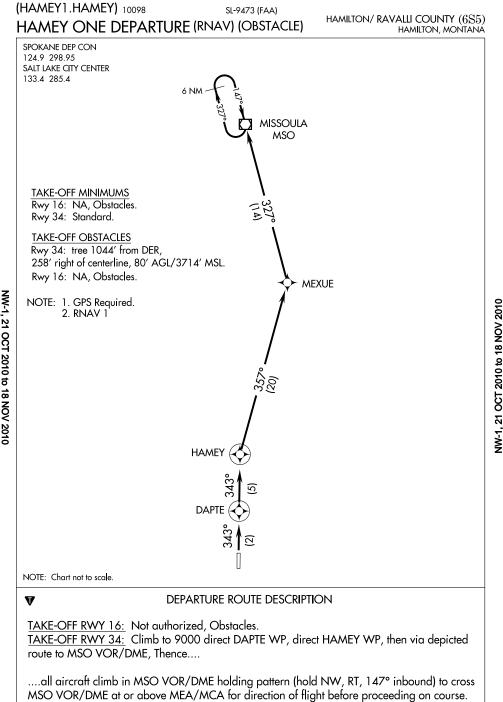
winter months. Rotating beacon OTS indef. Dsplcd thld marked but not lgtd, thid dspicd for day ops only, Rwy 04-22 large cracks with weeds growing through surface and encroaching borders. Rwy

04-22 NSTD LIRL thid lgts 6' forward of marked thid and spaced 4' apart starting 5' from rwy edge. Rwy 04 thld lgts 25' forward of

Chan 92 N45°48.51' W108°37.48′ 082° 43.3 NM to fld. 3808/14E.

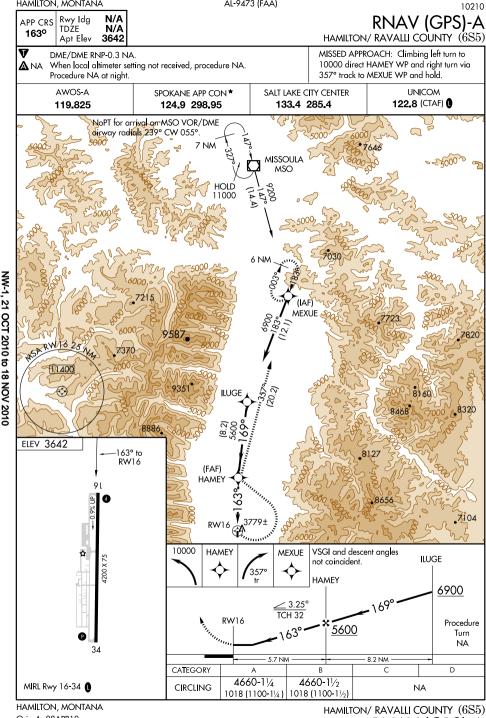
I-13D Residential Grain Elevators Fairgrounds

end of rwy. COMMUNICATIONS: CTAF/UNICOM 122 8 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL. BILLINGS (H) VORTACW 114.5 BIL



# HAMEY ONE DEPARTURE (RNAV) (OBSTACLE)

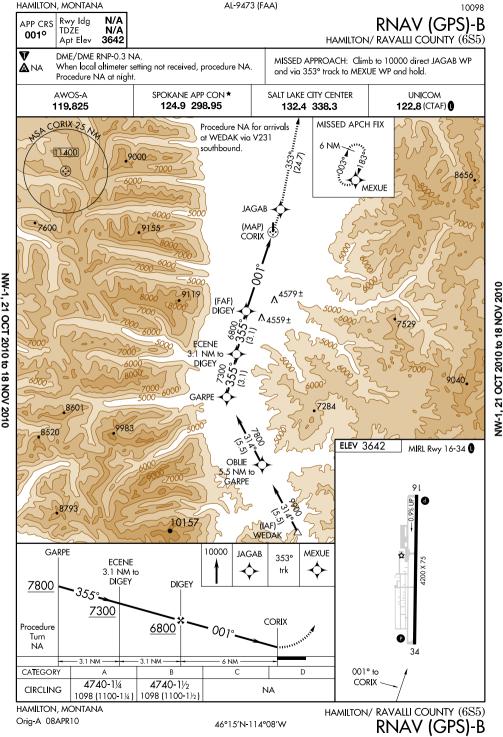
HAMILTON, MONTANA HAMILTON/ RAVALLI COUNTY (6S5)



AL-9473 (FAA)

HAMILTON, MONTANA

Orig-A 08APR10 46°15'N-114°08'W NW-1, 21 OCT 2010 to 18 NOV 2010



## HARLOWTON WHEATLAND CO AT HARLOWTON

#### (HWQ) 2 NW UTC-7(-6DT)N46°26.92′ W109°51.17′ 4311 B NOTAM FILE 3HT S-12

MIRI RWY 26: PAPI(P2L)-GA 3.0° TCH 34'. Poles.

AIRPORT REMARKS: Unattended. Deer on and in vicinity of rwy, especially during nighttime hours. ACTIVATE MIRL Rwy 08-26 and

PAPI Rwy 26-CTAF. COMMUNICATIONS: CTAF 122.9

W109°36.37' 181° 37.7 NM to fld. 4133/15E.

HARLOWTON RCO 122.4 (GREAT FALLS RADIO)

RWY 08-26: H4200X60 (ASPH)

RWY 08: Brush.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWT. LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18'

4200 X 60 ଟଟଟଟ **GREAT FALLS** 

NDB (MHW) 386 HAU 268° 9.6 NM to Helena Rgnl. Unmonitored when Helena tower closed.

HAUSER N46°34.13′ W111°45.48′.

RWY 08-26: H5205X100 (ASPH)

(HVR)

HAVRE CITY-CO

3 W UTC-7(-6DT) N48°32.58' W109°45.74'

S4 FUEL 100LL, JET A Class III. ARFF Index A NOTAM FILE HVR S-50, D-50, 2D-75

NOTAM FILE HIN

RWY 08: REIL. VASI(V4L)-GA 3.0° TCH 40'. RWY 26: REIL, VASI(V4L)-GA 3.0° TCH 38', Road.

RWY 03-21: H3699X60 (ASPH) S-12.5 RWY 21: PAPI(P2R)—GA 3.0° TCH 22', Hill.

RWY 08: TORA-5205 TODA-5205 ASDA-5205 LDA-5205

RWY 21: TORA-3699 TODA-3699 ASDA-3699 LDA-3699

RWY 26: TORA-5205 TODA-5205 ASDA-5205 LDA-5205

RUNWAY DECLARED DISTANCE INFORMATION RWY 03: TORA-3699 TODA-3699 ASDA-3699 LDA-3699

AIRPORT REMARKS: Attended 1300-0230Z±. Afld sfc condition unmonitored between 0230Z‡ and 1300Z‡. Deer on and invof arpt. Potential large flocks of waterfowl near apch end of Rwy 26. ACTIVATE MIRL Rwv 03-21, REIL Rwv 08 and Rwv 26, VASI Rwv 08 and Rwy 26 and PAPI Rwy 21-CTAF.

WEATHER DATA SOURCES: ASOS 135.225 (406) 265-6638.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 123.65 (GREAT FALLS RADIO) AIRSPACE: CLASS E svc 1300-2100Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR. HVR Chan 55 N48°32.43′ W109°46.20′

MIRL

8

5205 X 100

H-1E. L-13D IAP

4

**GREAT FALLS** 

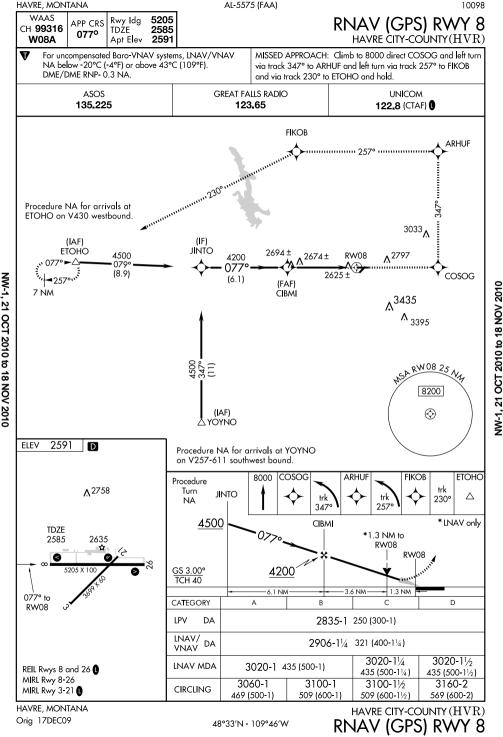
L-13C

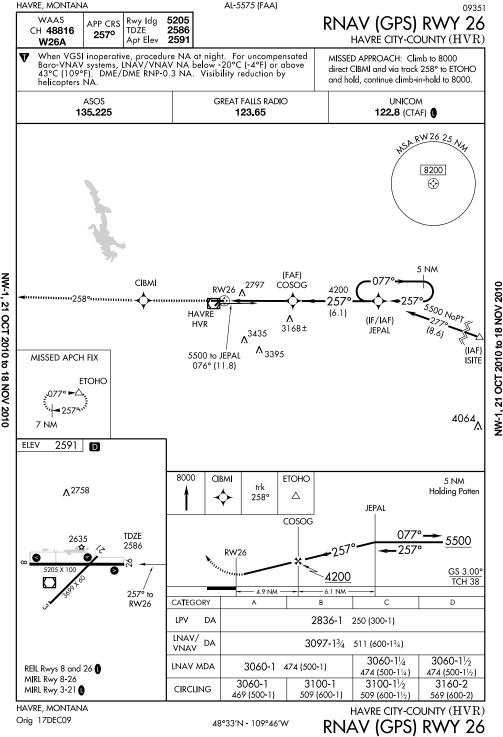
**GREAT FALLS** 

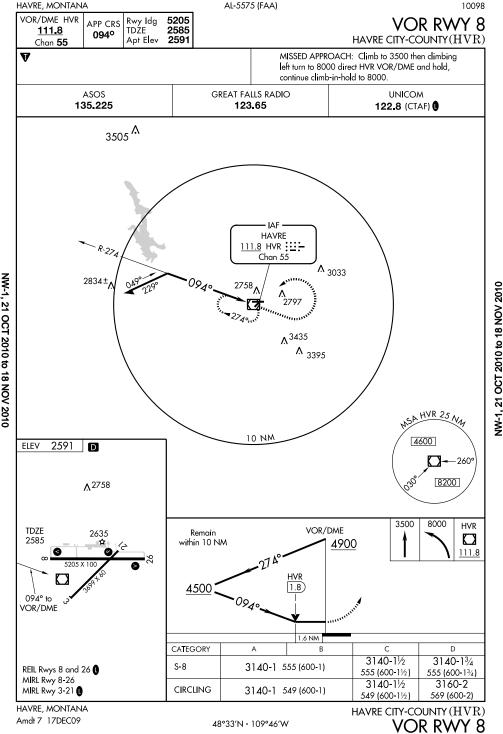
L-13D

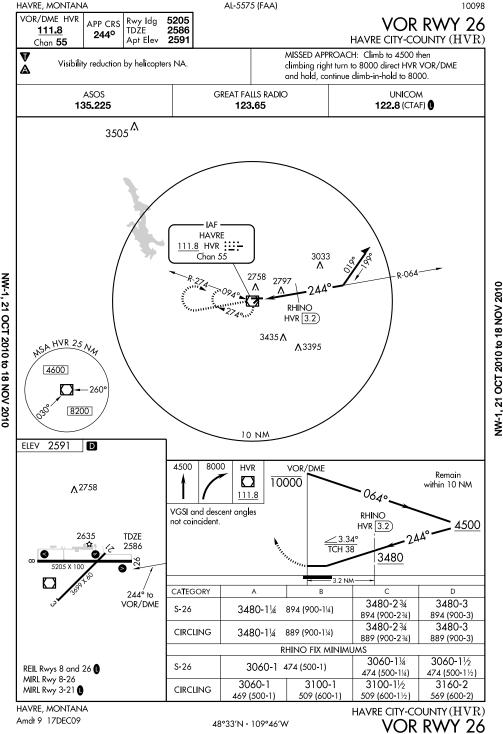
at fld. 2583/16E.

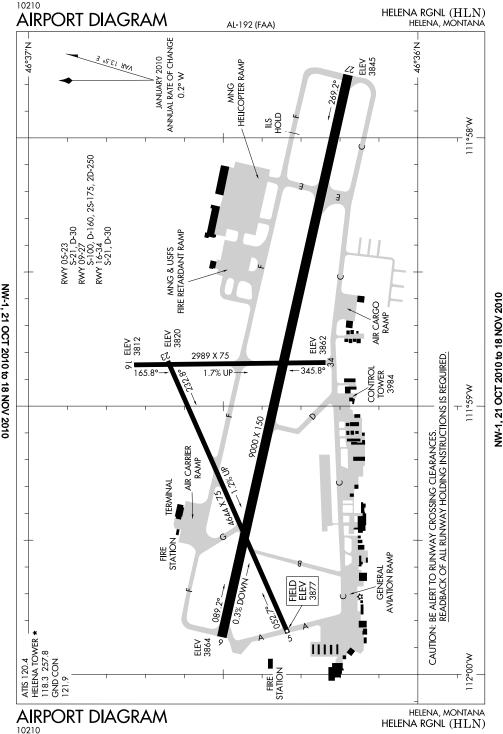
(L) VORW/DME 111.8











81

GREAT FALLS

H-1D, L-13C

IAP. DIAP. AD

Rwy 16-34: 2989 X 75

9000 X 150

☆ 34 i

3877 B S4

HELENA RGNL (HLN)(KHLN) CIV/MIL/ARNG 2 NE N46°36.41′ W111°58.97′ UTC-7(-6DT) FUEL 80, 100, 100LL, JET A OX 1,3 LRA Class I, ARFF Index B

NOTAM FILE HLN HIRI

RWY 09-27: H9000X150 (ASPH-PFC) S-100, D-160, 2S-175, 2D-250 RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45'. Ground.

RWY 27: MALSR. VASI(V4L)-GA 3.0° TCH 55'. Rgt tfc. RWY 05-23: H4644X75 (ASPH-PFC) S-21, D-30 MIRL 1.2% up SW RWY 05: Road.

RWY 23: PAPI(P2L)-GA 3.0° TCH 40'. Fence. Rgt tfc.

RWY 16-34: H2989X75 (ASPH) S-21, D-30 MIRL 1.7% up SE RWY 34: Ground, Rgt tfc.

MILITARY SERVICE: FUEL A, J8 (NC-80, 100, 100LL) 1200-1900Z‡, other times 1 hr PN required, C406-442-2910, Service fee \$50. AIRPORT REMARKS: Attended 1200-0800Z±, ARFF coverage provided for

scheduled Part 121 air carriers only exc with prior approval—call 406-442-2821, Rwv 16-34 and Rwv 05-23 (except between Twv F and Rwv 09-27) not available for air carrier use by acft with greater than 30 passenger seats. Twys A, B, and C between Twy A and Rwv 34 not available for air carrier use by acft with greater than 30 passenger seats. When tower closed ACTIVATE HIRL Rwy

09-27, MIRL Rwy 05-23 and Rwy 16-34, REIL Rwy 09. MALSR Rwy 27—CTAF, Ldg fee for all commercial acft and all acft over 10,000 pounds. Flight Notification Service (ADCUS) avbl. NOTE: See SPECIAL NOTICE. MILITARY REMARKS: ARNG Opr Mon-Fri 1400-0030Z‡, except holidays. Exercise caution while taxiing, AASF ramp not

stressed for large acft. Ctc flight ops for ramp advisory 126.2, DSN 324-3055/56, C406-324-3055/56, No trans svc Sat, Sun, holidays or after 2300Z‡ Mon-Fri. WEATHER DATA SOURCES: ASOS (406) 443-4317.

COMMUNICATIONS: CTAF 118.3 ATIS 120.4 UNICOM 122.95

RCO 122.55 255.4 (GREAT FALLS RADIO)

APP/DEP CON 119.5 229.4 (Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0500Z‡)

SALT LAKE CENTER APP/DEP CON 133.4 285.4 (Mon-Fri 0700-1300Z±, Sat-Sun 0500-1300Z±)

TOWER 118.3 257.8 (Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0500Z‡) GND CON 121.9 ARNG OPS 40.65 126.2 321.45

AIRSPACE: CLASS D svc Mon-Fri 1300-0700Z±, Sat-Sun 1300-0500Z± other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE HLN.

(H) VORTACW 117.7 HLN N46°36.41′ W111°57.21′ Chan 124 254° 1.2 NM to fld. 3823/16E.

VOR unusable:

035°-050° byd 35 NM blo 12,000′ 203°-213° byd 22 NM blo 13,000'

105°-165° byd 25 NM blo 17,000' 185°-230° byd 25 NM blo 17,500′ 230°-270° bvd 25 NM blo 12.500' 165°-185° bvd 25 NM blo 13.500'

DMF unusable:

035°-070° bvd 35 NM blo 13.000' 185°-210° bvd 25 NM 105°-210° byd 15 NM blo 11,100′ 203°-213° byd 22 NM blo 13,000' 105°-210° byd 20 NM blo 12,000' 210°-250° byd 15 NM blo 12,000'

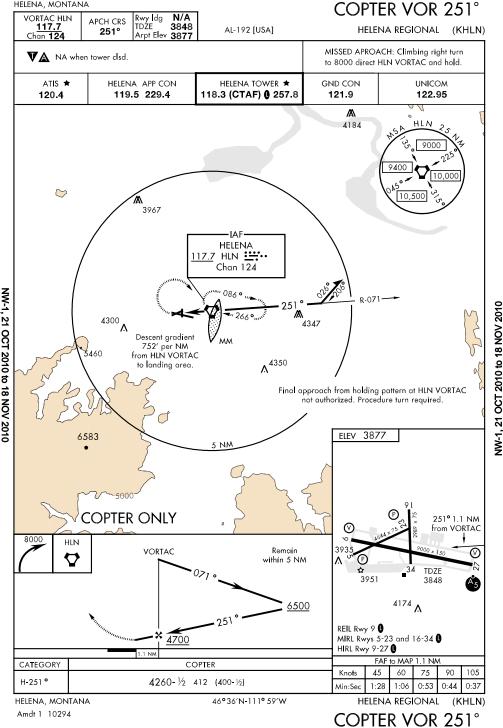
105°-150° bvd 25 NM 210°-250° bvd 25 NM blo 17.500′ 150°-165° byd 25 NM blo 17,000' 250°-300° bvd 25 NM blo 14.000′ 165°-185° bvd 25 NM blo 13.500' 320°-035° bvd 25 NM blo 13.000'

CAPITOL NDB (HW) 335 CVP N46°36.40′ W111°56.23′ NDB unmonitored when tower closed.

HAUSER NDB (MHW) 386 HAU N46°34.13′ W111°45.48′ 268° 9.6 NM to fld. Unmonitored when tower closed.

254° 1.9 NM to fld.

ILS 110.1 I-HLN Rwv 27. ILS unmonitored when tower closed. LOC BC unusable bvd 22° right of



(HLN3.HLN) 08269 HELENA RGNL (HLN) HELENA THREE DEPARTURE SL-192 (FAA) HELENA, MONTANA HELENA TOWER ★ 118.3 (CTAF) 257.8 HELENA DEP CON ★ 119.5 229.4 SALT LAKE CENTER 8100 133.4 285.4

# NW-1, 21 OCT 2010 to 18 NOV 2010

# TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 250 feet per NM to 8100. Rwy 9: Standard with minimum climb of 240 feet per NM to 8100. Rwys 16, 23: NA- obstacles.

Rwy 27: Standard with minimum climb of 390 feet per NM to 8100. Rwy 34: NA- ATC.

**HELENA** 117.7 HLN ∺ · Chan 124 N46° 36.41′ - W111° 57.21′ L-13, H-1

NW-1, 21 OCT 2010 to 18 NOV 2010

# TAKE-OFF OBSTACLE NOTES

Rwy 5: Ground beginning 5' from DER, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from DER, 331' right of centerline, up to 10' AGL/ 3832' MSL.

Rwy 27: Building 1593' from DER, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from DER, 346' left of centerline, up to 3871' MSL.

Tree 1567' from DER, 616' left of centerline, 47' AGL/ 3906' MSL.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climbing left turn heading 310° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

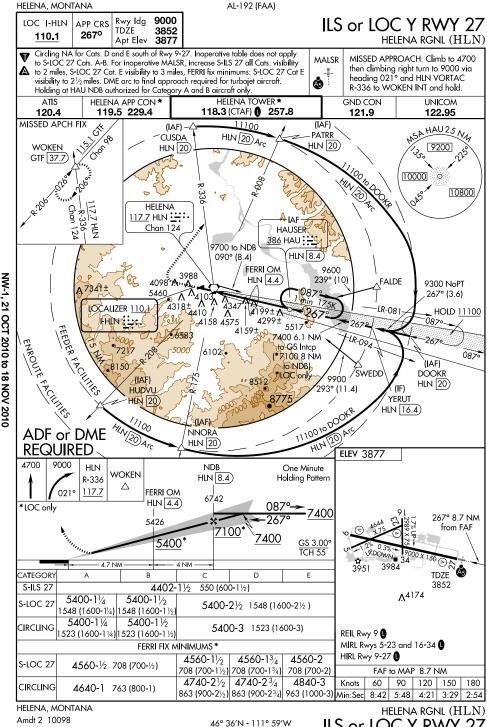
TAKE-OFF RUNWAY 9: Climbing left turn heading 307° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

TAKE-OFF RUNWAY 27: Climbing right turn heading 006° to intercept HLN VORTAC R-336 to 8100', then climbing left turn to 9000' via HLN VORTAC R-336 to HLN VORTAC.

# HELENA THREE DEPARTURE

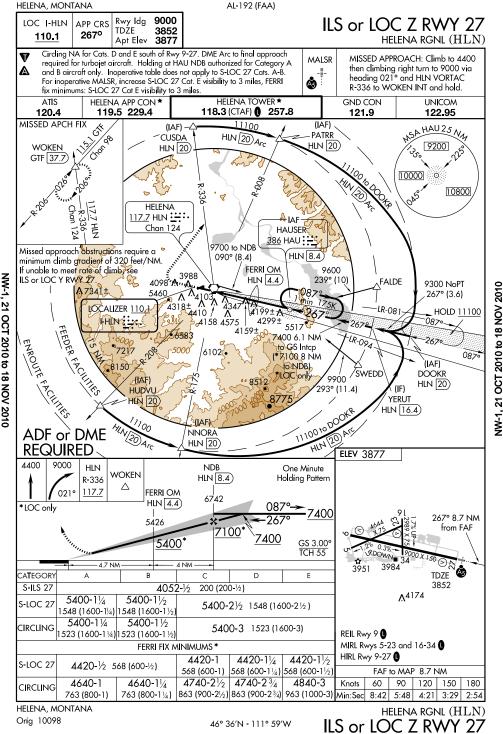
HELENA, MONTANA HELENA RGNL (HLN)

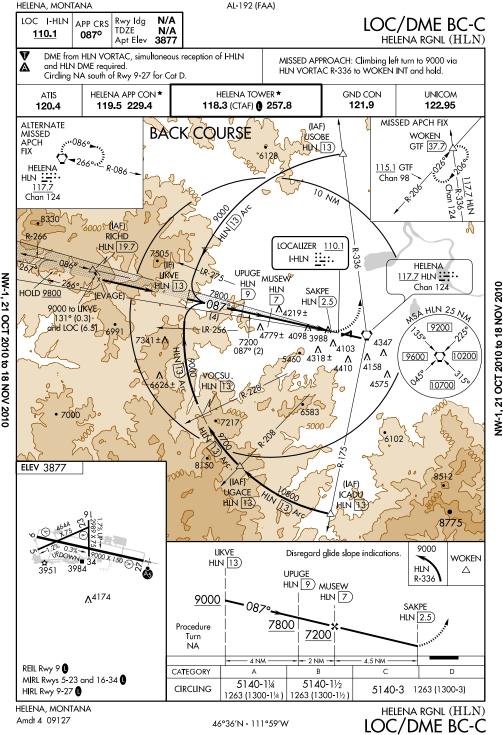
NOTE: Chart not to scale.

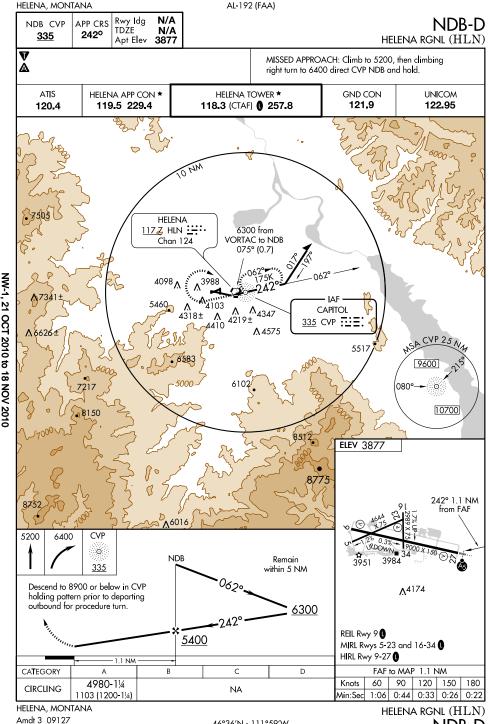


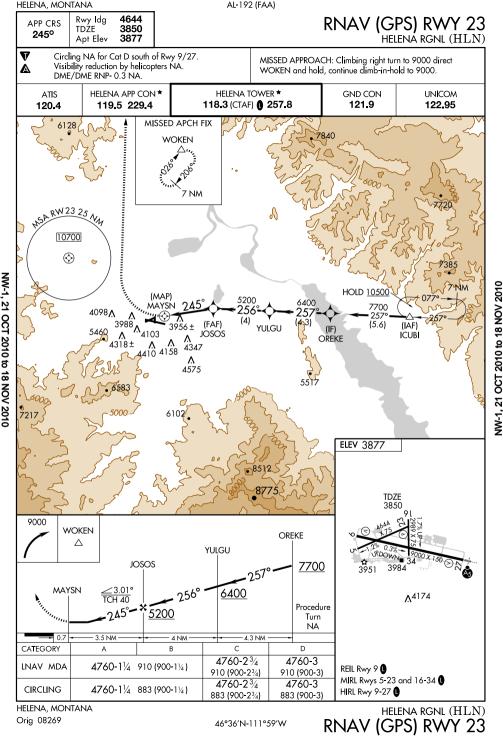
Ζ Υ-1,

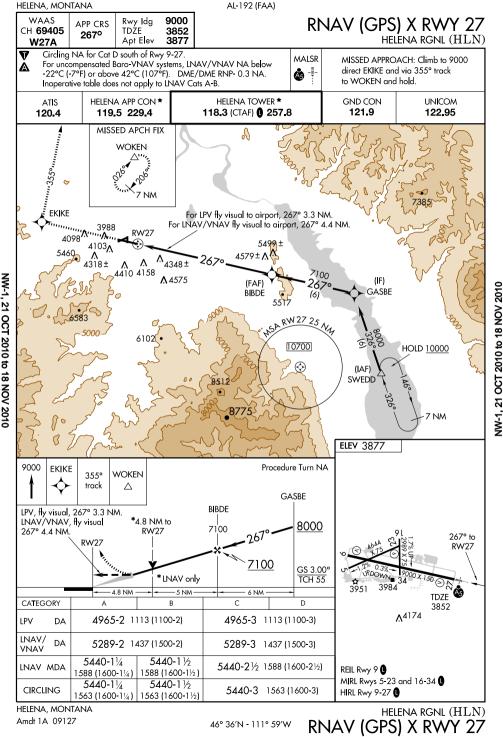
ILS or LOC

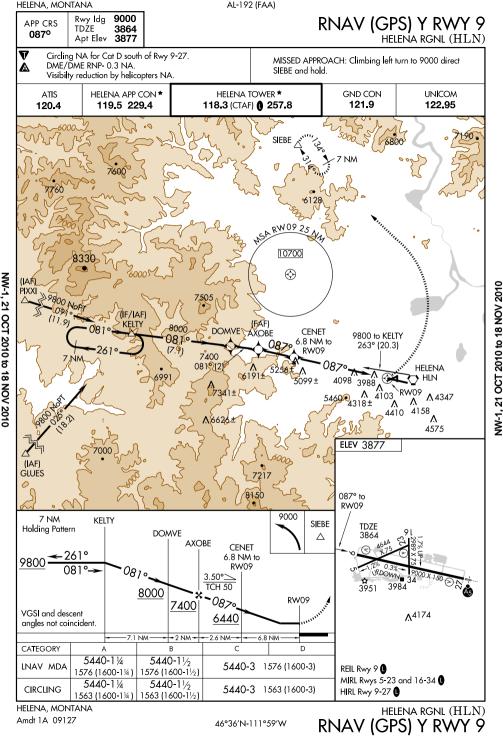


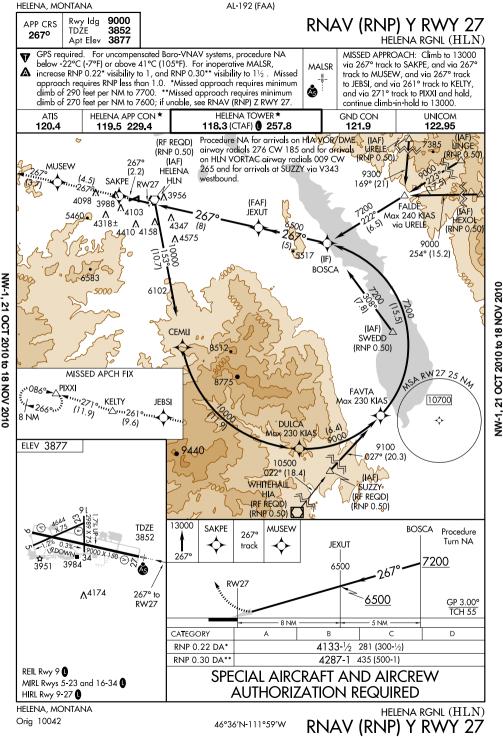


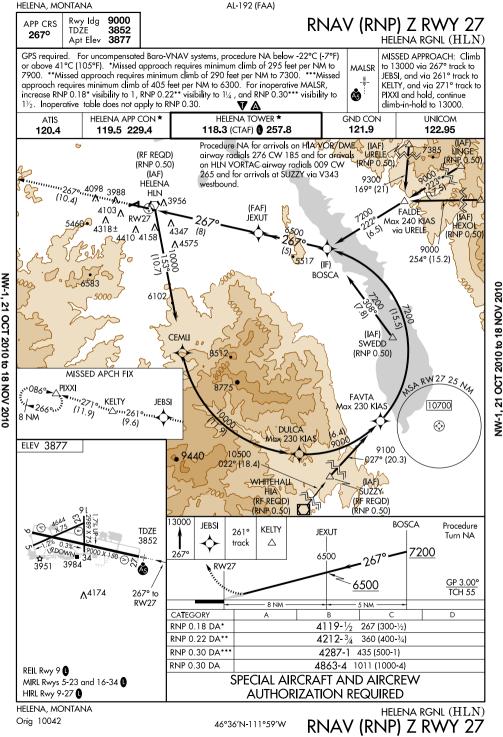












(SIEBE2.SIEBE) 10098 HELENA RGNL (HLN) SIEBE TWO DEPARTURE SL-192 (FAA) HELENA, MONTANA ATIS 120.4 GND CON 121.9 **GREAT FALLS** HELENA TOWER★ 115.1 GTF = : 118.3 (CTAF) 257.8 Chan 98 HELENA DEP CON★ 119.5 229.4 SIEBE N46° 53.09′ W112° 09.08′ L-13 NW-1, 21 OCT 2010 to 18 NOV 2010 NOTE: Rwy 9, 1500-2 or standard with minimum climb of HELENA 360 feet per NM to 6500 feet. 117.7 HLN <u>::</u>::• Chan 124 NOTE: Rwy 27, 2400-2 or standard N46° 36.41′ - W111° 57.21′ with minumum climb of 355 feet per NM to 7100 feet. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 9: Climbing left turn, thence. . . . TAKE-OFF RUNWAY 27: Climbing right turn, thence. . . . . . . . Intercept HLN R-318 to SIEBE INT.

WAUTS TRANSITION (STAKK2.WAUTS): From over STAKK INT via 15 DME Arc and V247 to

# STAKK TWO DEPARTURE (STAKK2.STAKK) 10098

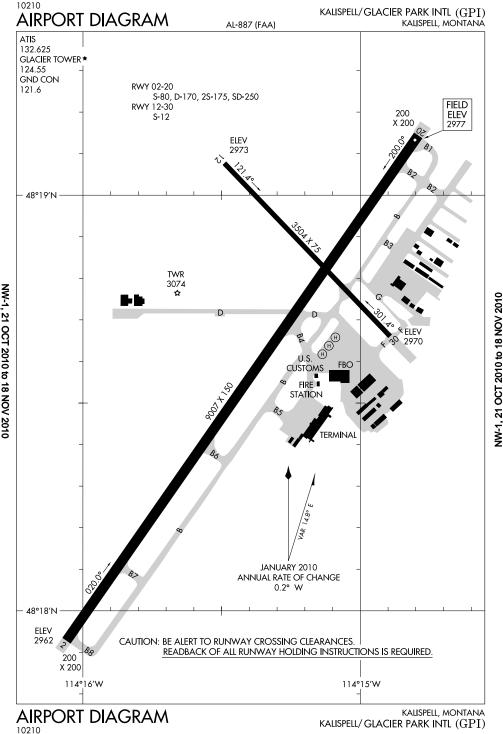
WAUTS INT.

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR-A

Amdt 7 09127

VOR/DME-B



MONTANA 83 KALISPELL N48°12 85' W114°10 55' NOTAM FILE ECA **GREAT FALLS** (H) VORW/DME 113.2 FCA H-1D. L-13C

229° 5.6 NM to Kalispell City, 2984/18E.

DMF unusable: 070°-113° bvd 20 NM blo 16.000'

RWY 02-20: H9007X150 (ASPH-GRVD)

S4

COMMUNICATIONS: CTAF 124.55

**KALISPELL** 

GLACIER PARK INTL

20-CTAF.

ILS 111.5

13-31-CTAF.

NDB (HW) 521 INE

010°-070° bvd 10 NM VOR portion unusable:

350°-010° bvd 10 NM blo 23.000'

070°-088° bvd 20 NM blo 16.000'

088°-113° bvd 22 NM blo 13.000'

RWY 02: MALSR, PAPI(P4L)-GA 3.0° TCH 50'.

LAKESIDE RCO 122.5 (GREAT FALLS RADIO) SALT LAKE CENTER APP/DEP CON 133.4 TOWER 124.55 (1500-0700Z±)

W114°10.55' 313° 6.6 NM to fld. 2984/18E.

Rwy 02.

RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.

VOR/DME unusable:

RWY 20: REIL. PAPI(P4L)-GA 3.0° TCH 47'. RWY 12-30: H3504X75 (ASPH-PFC) RWY 30: PAPI(P4L)—GA 3.0° TCH 26'. Tree.

Chan 79

S-12 MIRL AIRPORT REMARKS: Attended continuously, CLOSED to unscheduled air

carrier ops with more than 30 passenger seat except PPR call arpt manager 406-257-5994. ACTIVATE HIRL Rwv 02-20. MIRL Rwv 12-30. MALSR Rwy 02. REIL RWY 20 and PAPI Rwy 02 and Rwy

SAK N48°06.50′ W114°27.68′

LIRL (NSTD)

WEATHER DATA SOURCES: ASOS 132.625 (406) 756-8879. ATIS 132.625 UNICOM 122.95

(GPI) 6 NE UTC-7(-6DT) N48°18.63' W114°15.36'

GND CON 121.6 AIRSPACE: CLASS D svc 1500-0700Z‡ other times CLASS E.

AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Ultralights on and in vicinity of arpt. Glider activity on and in vicinity of arpt. Twr 400' AGL 3 miles E unlighted. Rwy 31 lgtd thld relocated 155' for night ops, 3445' of

KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85'

H-1D, L-13C FUEL 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE FCA S-80, D-170, 2S-175, 2D-250 HIRL IAP. AD G<sup>C3</sup>

**GREAT FALLS** 

**GREAT FALLS** 

**GREAT FALLS** 

L-13B

L-13B

L-13C

160°-280° bvd 30 NM blo 13.000'

088°-113° bvd 35 NM blo 16.000'

070°-113° bvd 37 NM

KALISPELL CITY (S27) 1 S UTC-7(-6DT) N48°10.71′ W114°18.22′ B S4 FUEL 100LL, JET A NOTAM FILE GTF RWY 13-31: H3600X60 (ASPH) S-4 RWY 13: Tree. RWY 31: Thid dspicd 155'. Towers.

SMITH LAKE NDB (MHW) 515

019° 14.7 NM to fld. I-GPI

Rwy 13-31 usable at ngt. Rwy 13-31 NSTD LIRL. Rwy 13 thid Igts located at end of rwy. ACTIVATE LIRL Rwy

COMMUNICATIONS: CTAF/UNICOM 122.8 LAKESIDE RCO 122.5 (GREAT FALLS RADIO)

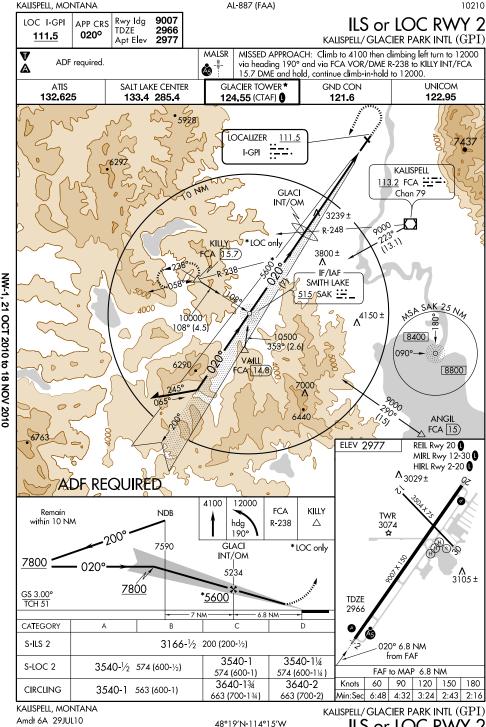
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA. (H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′

KONNA N47°05.66′ W114°23.81′. NOTAM FILE MSO.

LAKESIDE N48°00.68' W114°21.87' RCO 122.5 (GREAT FALLS RADIO)

113° 16.5 NM to Missoula Intl. GREAT FALLS

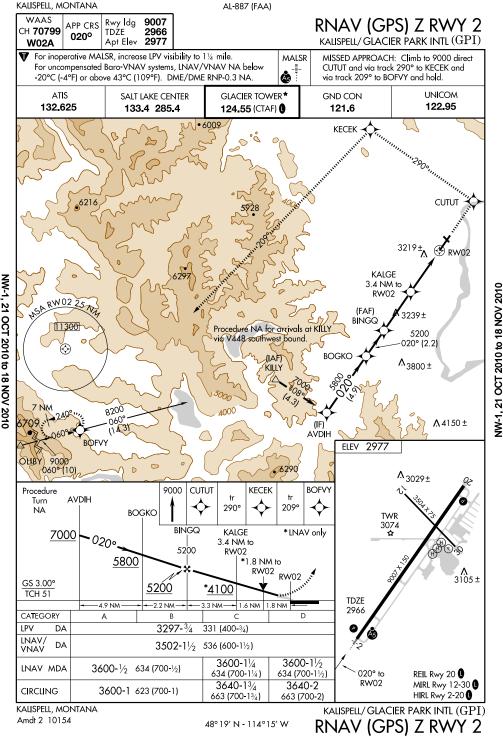
229° 5.6 NM to fld. 2984/18E.



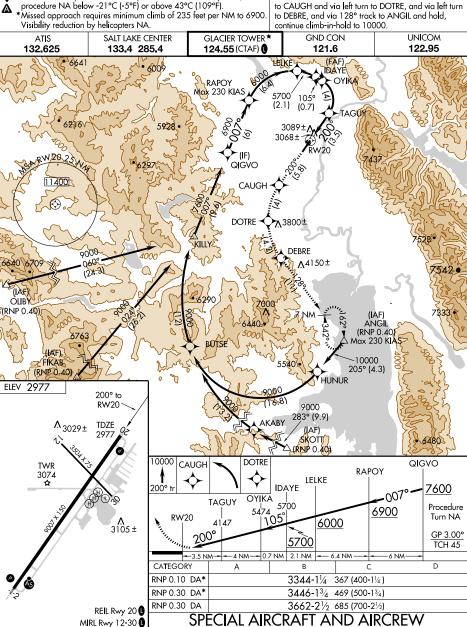
KALISPELL, MONTANA Amdt 1 10154

NW-1, 21 OCT 2010 to 18 NOV 2010

KALISPELL/GLACIER PARK INTL (GPI)



MISSED APPROACH: Climb to 10000 via 200° track to CAUGH and via left turn to DOTRE, and via left turn to DEBRE, and via 128° track to ANGIL and hold,



KALISPELL, MONTANA Orig 10154

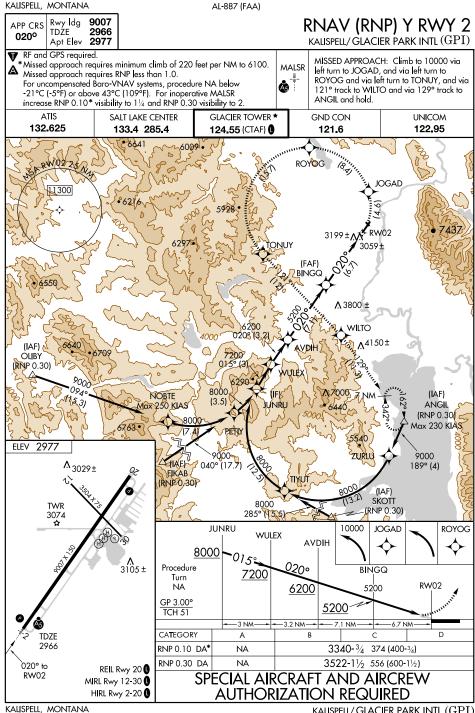
MIRL Rwy 12-30 (

HIRL Rwy 2-20 0

NW-1, 21 OCT 2010 to 18 NOV 2010

KALISPELL/GLACIER PARK INTL (GPI) RNAV (RNP) RWY 20

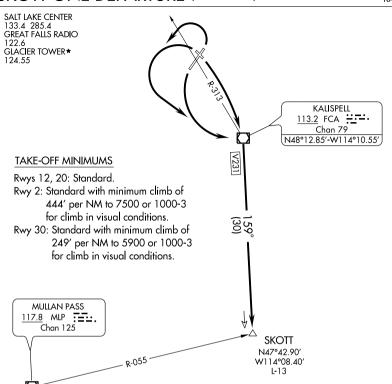
AUTHORIZATION REQUIRED



Orig 10154

NW-1, 21 OCT 2010 to 18 NOV 2010

KALISPELL/GLACIER PARK INTL (GPI)



### TAKE-OFF OBSTACLE NOTES

NW-1, 21 OCT 2010 to 18 NOV 2010

Rwy 2: Multiple trees beginning 1468' from DER, 674' right of centerline, up to 91' AGL/3061' MSL.
Rwy 12: Multiple trees beginning 1426' from DER, 543' left of centerline, up to 129' AGL/3082' MSL.
Railroad 702' from DER, 317' left of centerline, 31' AGL/2997' MSL.
Road 544' from DER, 299' left of centerline, 22' AGL/2988' MSL.

Rwy 20: Multiple trees beginning 2742' from DER, 1140' left of centerline, up to 107' AGL/3169' MSL. Rwy 30: Multiple trees beginning 1848' from DER, 722' left of centerline, up to 104' AGL/3067' MSL.

NOTE: Chart not to scale.

## ▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or

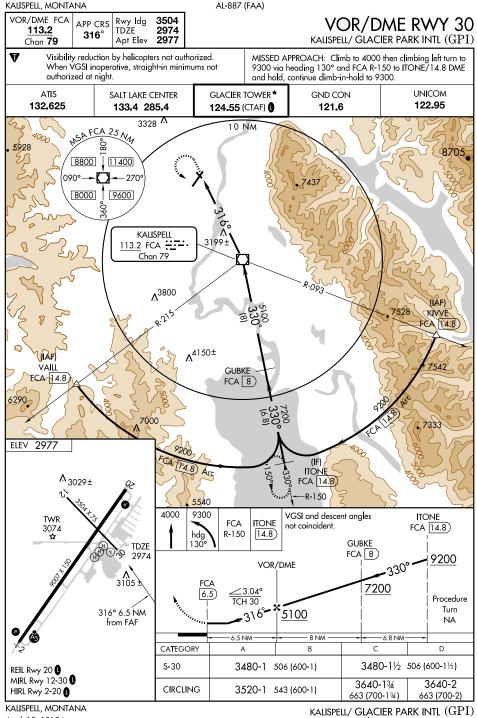
above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence....

TAKE-OFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence....

....continue climb to 10,000 via FCA R-159 to SKOTT INT.

# SKOTT ONE DEPARTURE (OBSTACLE)



Amdt 10 10154

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 30

MONTANA

FUEL 100, MOGAS

UTC-7(-6DT)

S-12.5

S-8

RWY 32: Thid dspicd 514'. Trees.

NOTAM FILE GTF

2.5% up NW

MIRL 0.6% up SW

2 N

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡, Sat-Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of

04 and 22-CTAF.

W108°37.48'

(6S8)

RWY 04: PAPI(P2L)-GA 3.0° TCH 31'.

RWY 22: PAPI(P2L)-GA 3.0° TCH 41'.

RWY 09-27: 1100X60 (TURF) 2.3% up W

S4

RWY 04-22: H5200X75 (ASPH)

RWY 14-32: H2209X50 (ASPH)

84

LAUREL MUNI

3517 B

RWY 14: Hill.

RWY 09: Fence.

RWY 27: Fence.

arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained

during winter. Rwy 09-27 surface rough. PAEW north of Rwy

04-22. Rwy 09-27 marker cones full rwy length. Rwy 32 dsplcd thid marked not letd. ACTIVATE MIRL Rwv 04-22 and PAPI Rwvs

COMMUNICATIONS: CTAF/AUNICOM 123.05

(R) BILLINGS APP/DEP CON 119.2 120.5 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL. BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51'

208° 8.5 NM to fld. 3808/14E.

UTC-7(-6DT) N46°18.43' W108°57.34'

N45°42.19' W108°45.67'

€3

Rwy 09-27: 1100 X 60

Rwy 14-32: 2209 X 50

LAVINA 2 NW (8ØS) 3490 NOTAM FILE GTF

RWY 07-25: 3460X100 (TURF)

RWY 07: Fence. RWY 25: Fence.

**COMMUNICATIONS: CTAF 122.9** 

07-25 marked with cones full rwy length.

LEWISTOWN MUNI 2 SW UTC-7(-6DT) N47°02.96' W109°28.00' (LWT) 4170 В S4 FUEL 100. JET A

RWY 07-25: H6100X100 (ASPH) S-40, D-55, 2S-82, 2D-95

RWY 07: REIL, PAPI(P2L)-GA 3.0° TCH 51'.

RWY 25: REIL. VASI(V4L)-GA 3.0° TCH 50'. S-12.5, D-80, 2S-101, 2D-120 RWY 02-20: H5600X100 (ASPH) MIRL 0.7% up SW RWY 20: Building.

RWY 12-30: H4102X60 (ASPH) S-12.5 MIRL 0.8% up SE RWY 12: Railroad. RUNWAY DECLARED DISTANCE INFORMATION RWY 02: TORA-5600 TODA-5600 ASDA-5600 LDA-5600 RWY 07: TORA-6100 TODA-6100 ASDA-6100 LDA-6100 RWY 20: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 25: TORA-6100 TODA-6100 ASDA-6100 LDA-6100 AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡, Rwv 02-20 and Rwy 12-30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330-1400Z‡. Rwy 02-20 day use only and not plowed during snow. Rwy 02-20 asph spalling. Rwy 02-20 MIRL OTS indef. ACTIVATE MIRL Rwy 02-20, Rwy 07-25, and Rwy 12-30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.35 (GREAT FALLS RADIO) AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.

DME unusable:

(H) VORW/DME 112.0 LWT VOR/DME unusable:

AIRPORT REMARKS: Unattended. No snow removal. Rwy 07-25 very muddy when wet; rough with gopher holes. Rwy

BILLINGS **GREAT FALLS** Class III, ARFF Index A NOTAM FILE LWT H-1E, L-13D IAP

**BILLINGS** 

IAP

H-1E, L-13D

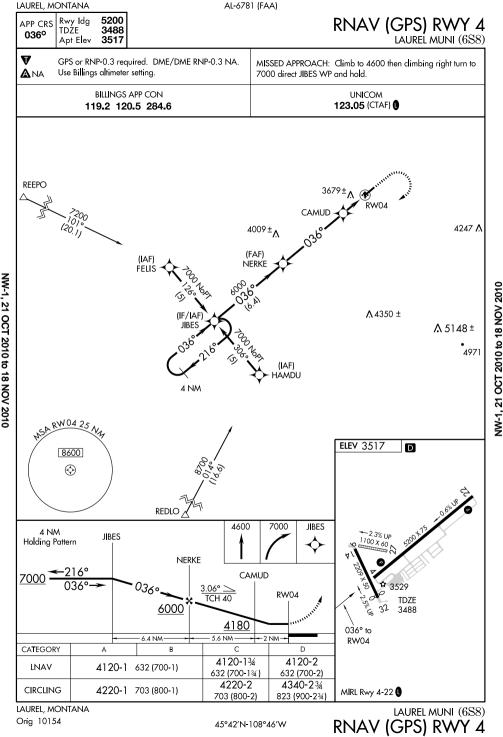
MIRL 0.3% up W Drive In 6100 X 100

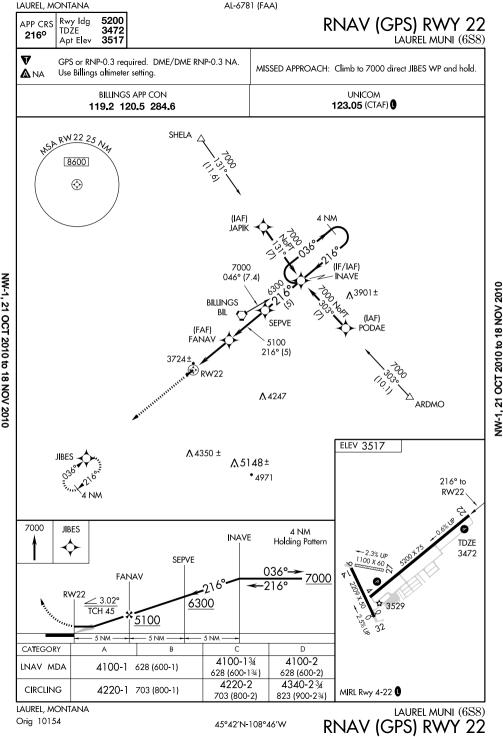
Chan 57 N47°03.18' W109°36.37' 077° 5.7 NM to fld. 4133/15E.

WEATHER DATA SOURCES: ASOS 118.375 (406) 538-2653.

125°-179° byd 30 NM blo 14,000′ 215°-239° byd 30 NM blo 14,000′

040°-055° byd 30 NM blo 10,000' 360°-015° bvd 30 NM blo 10 000





Amdt 2 10154

45°42′N-108°46′W VOR RWY 22

MONTANA

FUEL 100, MOGAS

UTC-7(-6DT)

S-12.5

S-8

RWY 32: Thid dspicd 514'. Trees.

NOTAM FILE GTF

2.5% up NW

MIRL 0.6% up SW

2 N

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡, Sat-Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of

04 and 22-CTAF.

W108°37.48'

(6S8)

RWY 04: PAPI(P2L)-GA 3.0° TCH 31'.

RWY 22: PAPI(P2L)-GA 3.0° TCH 41'.

RWY 09-27: 1100X60 (TURF) 2.3% up W

S4

RWY 04-22: H5200X75 (ASPH)

RWY 14-32: H2209X50 (ASPH)

84

LAUREL MUNI

3517 B

RWY 14: Hill.

RWY 09: Fence.

RWY 27: Fence.

arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained

during winter. Rwy 09-27 surface rough. PAEW north of Rwy

04-22. Rwy 09-27 marker cones full rwy length. Rwy 32 dsplcd thid marked not letd. ACTIVATE MIRL Rwv 04-22 and PAPI Rwvs

COMMUNICATIONS: CTAF/AUNICOM 123.05

(R) BILLINGS APP/DEP CON 119.2 120.5 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL. BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51'

208° 8.5 NM to fld. 3808/14E.

UTC-7(-6DT) N46°18.43' W108°57.34'

N45°42.19' W108°45.67'

€3

Rwy 09-27: 1100 X 60

Rwy 14-32: 2209 X 50

LAVINA 2 NW (8ØS) 3490 NOTAM FILE GTF

RWY 07-25: 3460X100 (TURF)

RWY 07: Fence. RWY 25: Fence.

**COMMUNICATIONS: CTAF 122.9** 

07-25 marked with cones full rwy length.

LEWISTOWN MUNI 2 SW UTC-7(-6DT) N47°02.96' W109°28.00' (LWT) 4170 В S4 FUEL 100. JET A

RWY 07-25: H6100X100 (ASPH) S-40, D-55, 2S-82, 2D-95

RWY 07: REIL, PAPI(P2L)-GA 3.0° TCH 51'.

RWY 25: REIL. VASI(V4L)-GA 3.0° TCH 50'. S-12.5, D-80, 2S-101, 2D-120 RWY 02-20: H5600X100 (ASPH) MIRL 0.7% up SW RWY 20: Building.

RWY 12-30: H4102X60 (ASPH) S-12.5 MIRL 0.8% up SE RWY 12: Railroad. RUNWAY DECLARED DISTANCE INFORMATION RWY 02: TORA-5600 TODA-5600 ASDA-5600 LDA-5600 RWY 07: TORA-6100 TODA-6100 ASDA-6100 LDA-6100 RWY 20: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 25: TORA-6100 TODA-6100 ASDA-6100 LDA-6100 AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡, Rwv 02-20 and Rwy 12-30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330-1400Z‡. Rwy 02-20 day use only and not plowed during snow. Rwy 02-20 asph spalling. Rwy 02-20 MIRL OTS indef. ACTIVATE MIRL Rwy 02-20, Rwy 07-25, and Rwy 12-30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.35 (GREAT FALLS RADIO) AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.

DME unusable:

(H) VORW/DME 112.0 LWT VOR/DME unusable:

AIRPORT REMARKS: Unattended. No snow removal. Rwy 07-25 very muddy when wet; rough with gopher holes. Rwy

BILLINGS **GREAT FALLS** Class III, ARFF Index A NOTAM FILE LWT H-1E, L-13D IAP

**BILLINGS** 

IAP

H-1E, L-13D

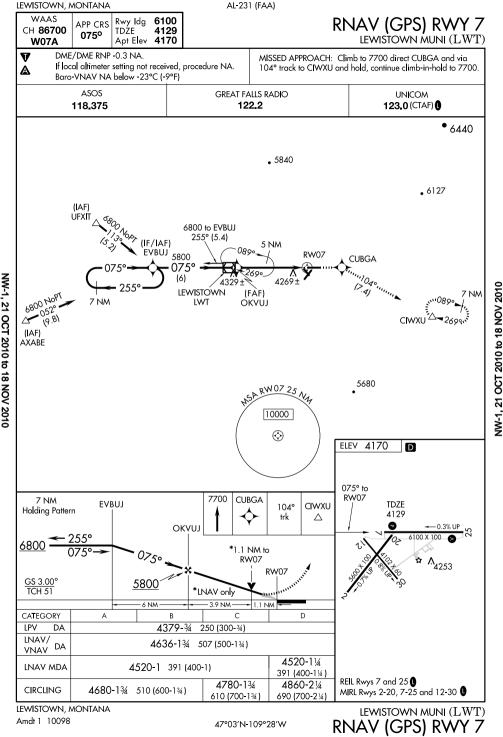
MIRL 0.3% up W Drive In 6100 X 100

Chan 57 N47°03.18' W109°36.37' 077° 5.7 NM to fld. 4133/15E.

WEATHER DATA SOURCES: ASOS 118.375 (406) 538-2653.

125°-179° byd 30 NM blo 14,000′ 215°-239° byd 30 NM blo 14,000′

040°-055° byd 30 NM blo 10,000' 360°-015° bvd 30 NM blo 10 000



LEWISTOWN, MONTANA AL-231 (FAA) VOR/DME LWT Rwy ldg 6100 VOR RWY 7 APP CRS 112.0 TDŹE 4126 075° LEWISTOWN MUNI (LWT) Apt Elev 4167 Chan **57** V MISSED APPROACH: Climbing right turn to 6000 If local altimeter setting not received, Δ direct LWT VOR/DME and hold. procedure not authorized. **ASOS GREAT FALLS RADIO UNICOM** 118,375 122,2 123.0 (CTAF) ( 6440 (IAF) . 5840 6127 - IAF **LEWISTOWN** 5200 NoPT R-274 112.0 LWT :=: 094° (10) Chan 57 R-240 5700 NOPT MSA LWT 25 (IAF) LWT [15) <u>75</u>00 9800 5680 **ELEV** 4167 D 075° 5.7 NM from FAF TDZE 4126 8213 6000 LWT Remain VOR/DME 6100 X 100 within 10 NM  $\Box$ ☆ ∧<sub>4253</sub> 112.0 LWT 6000 5.6 0940 075° 5200 5.6 NM REIL Rwys 7 and 25 0 CATEGORY Α В D MIRL Rwys 2-20, 7-25 and 12-30 ( 4600-11/4 4600-11/2 S-7 4600-1 474 (500-1) FAF to MAP 5.6 NM 474 (500-11/4) 474 (500-11/2) 120 180 Knots 60 90 150 4660-11/2 4880-21/4 **CIRCLING** 4660-1 493 (500-1) Min:Sec 5:36 3:44 2:48 2:14 1:52 713 (800-21/4) 493 (500-11/2)

LEWISTOWN, MONTANA Amdt 15 10098

NW-1, 21 OCT 2010 to 18 NOV 2010

LEWISTOWN MUNI (LWT)

MONTANA

FUEL 100LL, JET A NOTAM FILE GTF MIRL 0.4% up SE

AIRPORT REMARKS: Attended continuously, ACTIVATE MIRL Rwv 15-33

C3 €3 0.0 €3

85

IAP

**GREAT FALLS** 

H-1D, L-13B

WEATHER DATA SOURCES: AWOS-A 118.575 (406) 293-4631. Plus visibility. COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE CENTER APP/DEP CON 123.95 RADIO AIDS TO NAVIGATION: NOTAM FILE MLP. MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42' W115°38.76' 347° 50.0 NM to fld. 6100/20E. HIWAS. NDB (MHW) 414 LYI N48°18.27′ W115°29.72′ 154° 1.3

(S59) 7 S UTC-7(-6DT) N48°17.03' W115°29.41'

S-24

#### LIBERTY CO (See CHESTER) (S69)

**COMMUNICATIONS: CTAF 122.9** 

LINCOLN

LIBBY

В S4

RWY 15-33: H5000X75 (ASPH-PFC)

RWY 15: PAPI(P2L)-GA 3.0° TCH 28'. Trees.

and PAPI Rwy 15-33-122.8 (or CTAF).

NM to fld. NOTAM FILE GTF. VFR only.

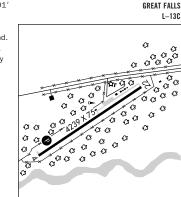
2 E

RWY 33: PAPI (P2L)-GA 3.75° TCH 36'. Trees.

UTC-7(-6DT) N46°57.28′ W112°39.01′ NOTAM FILE GTF 4603 R RWY 04-22: H4239X75 (ASPH-PFC) S-12.5 MIRL RWY 04: PAPI(P2L)—GA 4.0°. TCH 32'. Trees. RWY 22. Road

AIRPORT REMARKS: Unattended, Heavy helicopter use during summer. Intermittent snow removal. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04-CTAF.

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF. GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00' W111°24.73' 224° 58.7 NM to fld. 3672/16E.



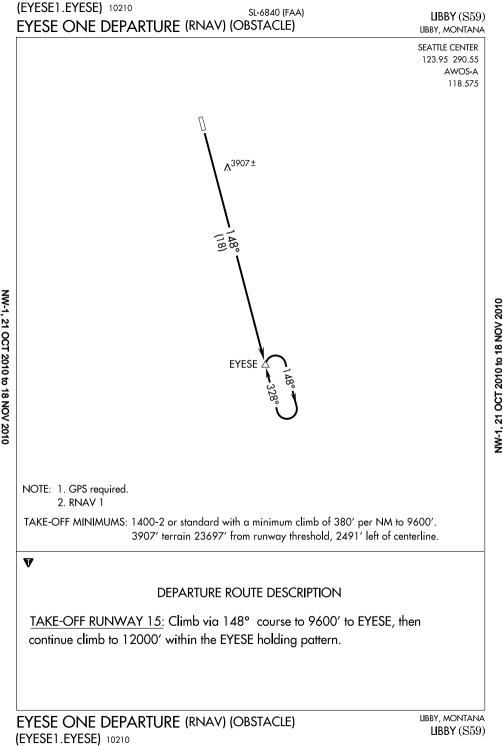
#### LINDEY'S LANDING WEST SPB (See SEELEY LAKE)

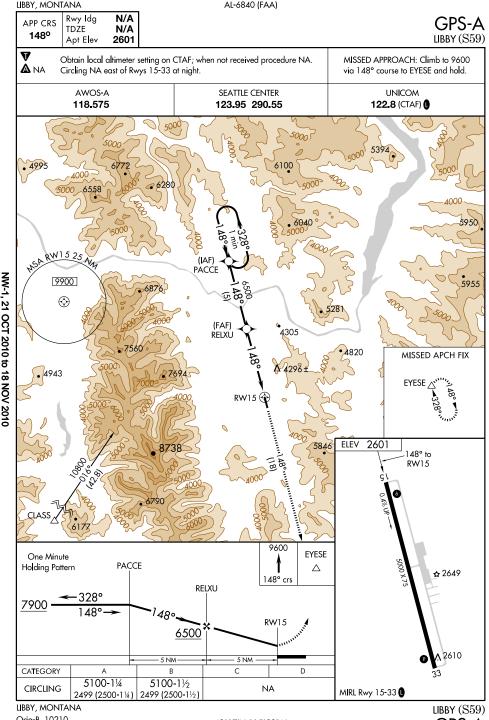
LIVINGSTON N45°42.15′ W110°26.55′ NOTAM FILE LVM. (H) VORW/DME 116.1 LVM Chan 108

RCO 122 2 (GREAT FALLS RADIO)

at Mission Fld. 4650/15E.

**GREAT FALLS** H-1D, L-13C





Orig-B 10210

**GPS-A** 

**MONTANA** 86

# MISSION FLD (LVM)

LIVINGSTON

RWY 04: Fence.

S2

RWY 13-31: 2715X120 (TURF)

COMMUNICATIONS: CTAF/UNICOM 123 O

RADIO AIDS TO NAVIGATION: NOTAM FILE LVM. LIVINGSTON (H) VORW/DME 116.1

W110°26.55' at fld. 4650/15E

RWY 04-22: H5701X75 (ASPH) RWY 08-26: 3700X125 (TURF) RWY 08: Fence

RWY 22: REIL. VASI(V2L)-GA 4.0° TCH 44'.

AIRPORT REMARKS: Attended 1500-0100Z±, Parachute Jumping.

FUEL 100. JET A NOTAM FILE LVM

Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thids and first 200' marked with white cones, Rwy 13 and Rwy 31 thids and first 200' marked with white cones, Rwy 04-22 MIRL ops dusk-0600Z±, after 0600Z± ACTIVATE MIRL Rwy 04-22-123.0.

WEATHER DATA SOURCES: ASOS 135.275 (406) 222-2338. LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)

LVM

AF 3 E

AIRSPACE: CLASS E svc 1500-0100Z‡ other times CLASS G.

augmented and data is only available via PMSV during normal duty hours.

1 NW UTC-7(-6DT) N48°22.02′ W107°55.16′

S-12.5

N48°22.13′ W107°55.04′

NOTAM FILE GTF

MIRL

5 E UTC-7(-6DT) N45°41.96' W110°26.90'

S-40, D-70, 2D-110

Chan 108 N45°42.15'

UTC-7(-6DT)

MIRI

ς.\

RWY 26: PAPI(P2L)-GA 3.0° TCH 25'.

at fld. VFR only, NOTAM FILE GTF.

(See WOLF POINT)

MALMSTROM AFB (GFA)(KGFA)

L M CLAYTON

3472 NOTAM FILE GFA

H1: H100X100 (ASPH)

H2: H100X100 (CONC)

MILITARY SERVICE: LGT Perimeter, Idg and apch Igt avbl. Ldg direction and apch Igt oriented 026°

TRAN ALERT No syc avbl without prior coordination with Helicopter Maintenance DSN 632-6356.

located .5 NM northeast. COMMUNICATIONS: CTAF 139 225 GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory.

(M75)

В **S4** 

NDB (MHW) 272

MALTA 2254 RWY 08-26: H4500X75 (ASPH)

RWY 08: PAPI(P2L)-GA 3.0° TCH 25'. AIRPORT REMARKS: Attended continuously. MIRL Rwy 08-26 and PAPI Rwy 08 and Rwy 26 opr dusk-0700Z‡ after 0700Z± ACTIVATE-CTAF. COMMUNICATIONS: CTAF/AUNICOM 122.8 SALT LAKE CENTER APP/DEP CON 126.85 RADIO AIDS TO NAVIGATION: NOTAM FILE GGW. GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′

MLK

FUEL 100LL, JET A

3700 X 125 N47°30.28′ W111°11.24′ GREAT FALLS Not insp. MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information, RSTD Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632-3250. Heliport limited to two helipads and slide area btn "R" and "O". Other areas of old afld littered with obstructions and acft not authorized for Idg or dep. Orange barriers mark boundaries of heliport. CAUTION 57' twr COMD POST 311.0 321.0 PMSV METRO 239.8 Opr Mon-Fri 1100-2330Z‡, weekends and holidays, limited svc 1300-1600Z±, Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228-7553/7644, ASOS not manually

**BLADE OPS 271.9** 

266° 52.6 NM to fld. 2280/14E.

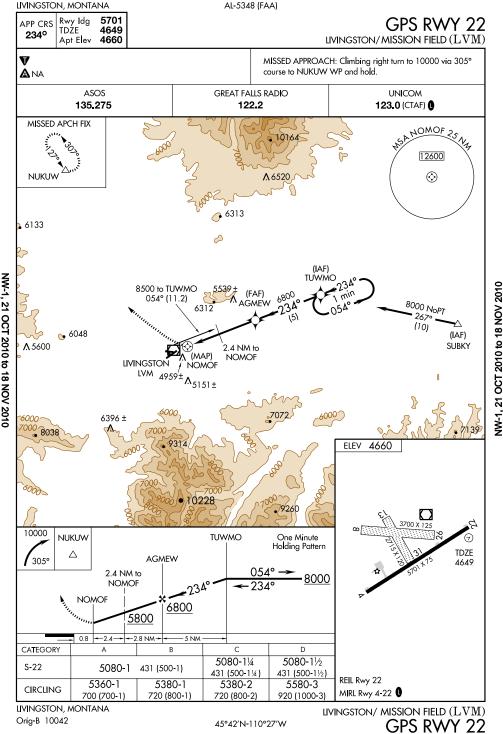
BILLINGS

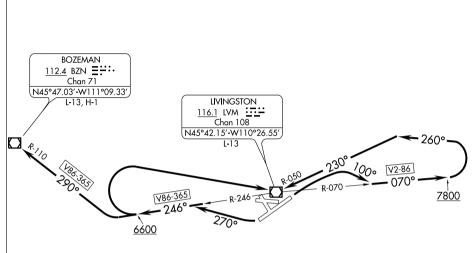
L-13D IAP

**GREAT FALLS** 

H-1E. L-13C

IAP





#### TAKE-OFF MINIMUMS Rwys 8, 13, 26, 31: NA-Environmental.

Rwy 4: Standard.

Rwy 22: Standard with minimum climb of 300' per NM to 6800 or 2700-3 for climb in visual conditions.

### TAKE-OFF OBSTACLE NOTE

Rwy 22: Multiple trees beginning 400' from DER, 256' right of centerline, up to 100' AGL/4719' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climbing right turn heading 100° and LVM VOR/DME R-070 outbound; aircraft departing eastbound, climb via LVM R-070/V2-86 enroute. All others continue climb on LVM R-070 to 7800, then climbing left turn via heading 260° and LVM R-050 to cross LVM VOR/DME at or above 9000, then climb enroute.

TAKE-OFF RUNWAY 22: Climbing right turn heading 270° and LVM VOR/DME R-246 outbound; aircraft departing eastbound, continue climb via LVM R-246 outbound to 6600, then climbing right turn direct LVM VOR/DME, then climb on LVM R-070/V2-86 enroute. All other aircraft continue climb via LVM VOR/DME R-246 and BZN VOR/DME R-110 to BZN. For climb in visual conditions, cross LVM VOR/DME at or above 9000 before proceeding via filed airway route.

LIVINGSTON/MISSION FIELD (LVIM)

VOR-A

## MISSION FLD (LVM)

LIVINGSTON

S2 RWY 04-22: H5701X75 (ASPH) RWY 04: Fence.

RWY 08: Fence

RWY 22: REIL. VASI(V2L)-GA 4.0° TCH 44'. RWY 08-26: 3700X125 (TURF) RWY 13-31: 2715X120 (TURF)

AIRPORT REMARKS: Attended 1500-0100Z±, Parachute Jumping.

(See WOLF POINT)

Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thids and first 200' marked with white cones. Rwy 13 and Rwy 31 thids and first 200' marked with white

cones, Rwy 04-22 MIRL ops dusk-0600Z±, after 0600Z± ACTIVATE MIRL Rwy 04-22-123.0. WEATHER DATA SOURCES: ASOS 135.275 (406) 222-2338. COMMUNICATIONS: CTAF/UNICOM 123 O

LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)

AF 3 E

FUEL 100. JET A NOTAM FILE LVM

AIRSPACE: CLASS E svc 1500-0100Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE LVM. LVM

5 E UTC-7(-6DT) N45°41.96' W110°26.90'

S-40, D-70, 2D-110

Chan 108 N45°42.15' W110°26.55' at fld. 4650/15E

UTC-7(-6DT)

MIRI

ς.\ 3700 X 125

MALMSTROM AFB

L M CLAYTON

(GFA)(KGFA) 3472 NOTAM FILE GFA

H1: H100X100 (ASPH)

LIVINGSTON (H) VORW/DME 116.1

H2: H100X100 (CONC)

MILITARY SERVICE: LGT Perimeter, Idg and apch Igt avbl. Ldg direction and apch Igt oriented 026° TRAN ALERT No syc avbl without prior coordination with Helicopter Maintenance DSN 632-6356.

located .5 NM northeast.

COMMUNICATIONS: CTAF 139 225

COMMUNICATIONS: CTAF/AUNICOM 122.8 SALT LAKE CENTER APP/DEP CON 126.85 RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.

MLK

NDB (MHW) 272

GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory. COMD POST 311.0 321.0 PMSV METRO 239.8 Opr Mon-Fri 1100-2330Z‡, weekends and holidays, limited svc 1300-1600Z±, Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228-7553/7644, ASOS not manually augmented and data is only available via PMSV during normal duty hours.

MALTA (M75)1 NW UTC-7(-6DT) N48°22.02′ W107°55.16′ 2254 В **S4** FUEL 100LL, JET A

NOTAM FILE GTF RWY 08-26: H4500X75 (ASPH) S-12.5 MIRL RWY 08: PAPI(P2L)-GA 3.0° TCH 25'. RWY 26: PAPI(P2L)-GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 08-26 and PAPI Rwy 08 and Rwy 26 opr dusk-0700Z‡ after 0700Z± ACTIVATE-CTAF.

GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′

N48°22.13′ W107°55.04′

**BLADE OPS 271.9** 

at fld. VFR only, NOTAM FILE GTF.

266° 52.6 NM to fld. 2280/14E.

N47°30.28′ W111°11.24′ Not insp. MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information, RSTD Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632-3250. Heliport limited to two helipads and slide area btn "R" and "O". Other areas of old afld littered with obstructions and acft not authorized for Idg or dep. Orange barriers mark boundaries of heliport. CAUTION 57' twr

BILLINGS

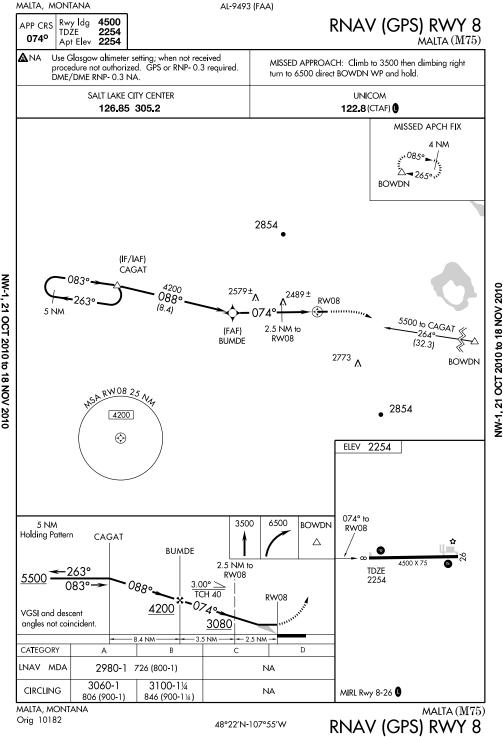
L-13D IAP

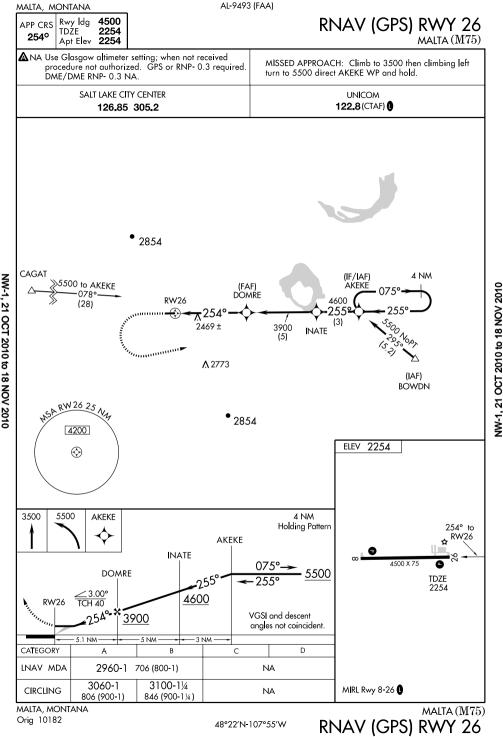
GREAT FALLS

**GREAT FALLS** 

H-1E. L-13C

IAP





87 ΜΠΝΤΔΝΔ MANNI N45°52.31′ W111°17.14′. NOTAM FILE BZN GREAT FALLS NDB (LOM) 266 BZ 118° 8.0 NM to Gallatin Fld. Unusable 340°-110° beyond 15 NM. MEADOW CREEK USFS (ØS1) 1 NE UTC-7(-6DT) N47°50.75′ W113°24.55′ GREAT FALLS NOTAM FILE GTF RWY 17-35: 2830X100 (TURF) RWY 17. Trees RWY 35: Trees AIRPORT REMARKS: Unattended. Big game animals may be on rwy. Rwy 17-35 surface may be rough with tall grass. Rwv 17-35 marked with white cones spaced 200'. COMMUNICATIONS: CTAF 122 9 MILES CITY N46°22.93′ W105°57.21′. NOTAM FILE MLS BILLINGS (H) VORW/DME 112.1 MLS Chan 58 030° 3.9 NM to Frank Wiley Fld. 2640/15E. H-1F, 2G, L-13E RCO 122.2 (GREAT FALLS RADIO) MILES CITY FRANK WILEY FLD (MLS) 2 NW UTC-7(-6DT) 46°25.68'N 105°53.18'W BILLINGS 2630 B FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE MLS H-1F. 2G. L-13E RWY 04-22: H5680X100 (ASPH) S-24, D-24 MIRL ΙΔΡ RWY 04: REIL, PAPI(P2L)-GA 3.0° TCH 37'. RWY 22: REIL, PAPI(P2L)—GA 3.0° TCH 37', Road. RWY 12-30: H5624X100 (ASPH-GRVD) S-38, D-55, 2D-85 MIRL RWY 12: REIL, PAPI(P2L)-GA 3.0° TCH 41'. RWY 30: REIL, PAPI(P2L)—GA 3.0° TCH 41'.  $\Lambda$  2653 RUNWAY DECLARED DISTANCE INFORMATION RWY 04: TORA-5680 TODA-5680 ASDA-5680 LDA-5680 RWY 12: TORA-5624 TODA-5624 ASDA-5624 LDA-5624 RWY 22: TORA-5680 TODA-5680 ASDA-5680 LDA-5680 RWY 30: TORA-5624 TODA-5624 ASDA-5624 LDA-5624 AIRPORT REMARKS: Attended daigt hours. For after hours fuel ctc. 406-951-0955 or 406-234-1296. ACTIVATE MIRL Rwv 04-22 and Rwv 12-30. PAPI Rwv 04. Rwv 22. Rwv 12 and Rwv 30. REIL Rwy 04, Rwy 22, Rwy 12 and Rwy 30-CTAF. WEATHER DATA SOURCES: ASOS 135.575 (406) 232-1465. COMMUNICATIONS: CTAF/UNICOM 123.0 MILES CITY RCO 122.2 (GREAT FALLS RADIO) AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE MLS. MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93' W105°57.21' 030° 3.9 NM to fld. 2640/15E HORTON NDB (HW) 320 HTN N46°24.73′ W105°56.30′ 051° 2.4 NM to fld. MILK RIVER N48°12.47′ W106°37.57′. BILLINGS NOTAM FILE GGW. NDB (HW) 339 MKR at Wokal Fld/Glasgow Intl. L-13D MILLER PEAK N46°45.40' W113°53.51' GREAT FALLS RCO 122.45 (GREAT FALLS RADIO) L-13C

MINERAL CO (See SUPERIOR)

MISSION FLD (See LIVINGSTON)

MILES CITY, MONTANA Amdt 5A 10098

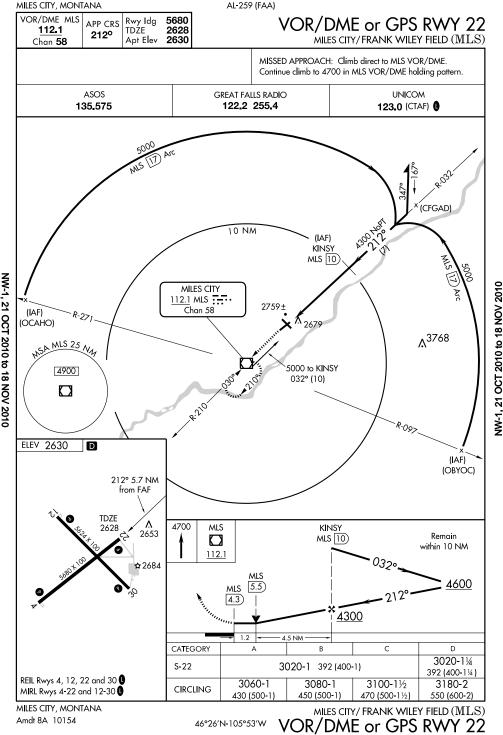
MILES CITY/ FRANK WILEY FIELD (MLS) NDB RW

WAAS Rwy Idg 5680 RNAV (GPS) RWY 4 APP CRS CH 42600 TDŹE 2629 0400 MILES CITY/ FRANK WILEY FIELD (MLS) 2630 Apt Elev W04A For uncompensated Baro-VNAV systems, LNAV/VNAV NA MISSED APPROACH: Climb to 6000 direct LOCIP and via below -20°C (-4°F) or above 32°C (111°F). 043° track to AXUPE and hold. Visibility reduction by helicopters NA. DME/DME RNP- 0.3 NA. ASOS GREAT FALLS RADIO UNICOM 123.0 (CTAF) 0 135.575 122.2 255.4 30 NM to TEMY **AXUPE** 5700 TEJIY ò Z X OPEJY 30 ZAN 10 ORE/Y LOCIP OREST (NoPT) NW-1, 21 OCT 2010 to 18 NOV 2010 RW04 <sub>∆</sub>3768 2899± 2656± 6200 (FAF) ÚCVIĆ MN to ONBOH 5900 OAO ONBOH 111 (IF/IAF **OPEJY ELEV 2630** D 5 NM (IAF) ONBOH 6000 5 NM LOCIP **AXUPE** 043° **OPEJY** Holding Pattern track Δ **UCVIC** 2653 VGSI and RNAV glidepath not coincident. 5400 040° **RW04 TDZE** 2629 GS 3.00° 4300 TCH 50 7.1 NM 5 NM CATEGORY C Α 040° to LPV DA 2879-1 250 (300-1) **RW04** LNAV/ DA 2926-1 297 (300-1) VNAV 3160-11/2 3160-13/ LNAV MDA 3160-1 531 (600-1) 531 (600-11/2) 531 (600-1¾) REIL Rwys 4, 12, 22 and 30 **U** 3180-2 3160-11/2 3160-1 CIRCLING 530 (600-1) MIRL Rwys 4-22 and 12-30 0 530 (600-11/2) 550 (600-2) MILES CITY, MONTANA MILES CITY/ FRANK WILEY FIELD (MLS)Amdt 1A 10098 RNAV (GPS) RWY 4 46°26′N-105°53′W

WW-1, 21 OCT 2010 to 18 NOV 2010

AL-259 (FAA)

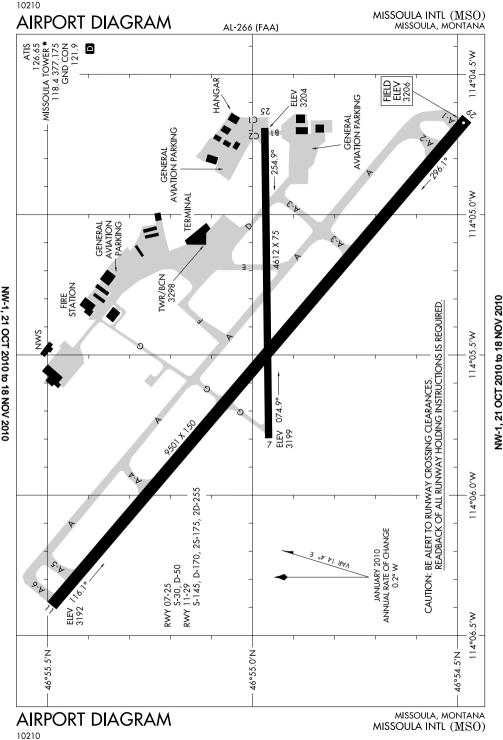
MILES CITY, MONTANA



Amdt 11A 10154

MILES CITY/ FRANK WILEY FIELD (MLS)

VOR RWY 4



MISSOULA INTL (MSO) 4 NW UTC-7(-6DT) N46°54.98' W114°05.43' GREAT FALLS 3206 R **S4** FUEL 100LL, JET A1 + OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE MSO H-1D. L-13C RWY 11-29: H9501X150 (ASPH-GRVD) S-145, D-170, 2S-175, 2D-255 HIRL IAP. AD RWY 11: MALSR, PAPI(P4L)-GA 3.0° TCH 55'. RWY 29: REIL, PAPI(P4L)-GA 3.0° TCH 50'. RWY 07-25: H4612X75 (ASPH) S-30, D-50 RIINWAY DECLARED DISTANCE INFORMATION RWY 07: TORA-4612 ASDA-4612 IDA-4612 TODA-4612 RWY 11: TORA-9501 TODA-9501 ASDA-9501 LDA-9501 RWY 25: TORA-4612 TODA-4612 ASDA-4612 LDA-4612 RWY 29: TORA-9501 TODA-9501 I DA-9501 ASDA-9501 AIRPORT REMARKS: Attended continuously, Parachute Jumping. Migratory and small bird activity on and in the vicinity of arpt during months of April-May and Oct-Dec. Hang glider ops 5.5 NM east of AER 29. Contact arpt manager to reg approval prior to ultralight ops. Rwv 07-25 surface variations with patches. Rwv 11-29 180 degree turns for acft over 12,500 pounds gross weight prohibited on all movement areas. Avoid locked turns at all times. Twy G between Rwy 07 end to Rwy 11-29 restricted to acft under 12,500 lbs. Avoid locked turns at all times. East ramp twy clsd from terminal ramp to 450' east. When twr clsd ACTIVATE HIRL Rwy 11-29, MALSR Rwy 11-CTAF, PPR for unsked acft ops with more than 30 passenger seats ctc arpt ops manager 406-728-4381. Snow removal ops in progress in winter months. Landing fee for all commercial acft and all acft over 12.500 lbs.

WEATHER DATA SOURCES: ASOS 121.9 (406) 728-3743. COMMUNICATIONS: CTAF 118.4 ATIS 126.65 UNICOM 122.95

N46°54.48′ W114°05.02′

at fld. 3202/17E.

243°-258° bvd 30 NM blo 12.000'

258°-273° bvd 30 NM blo 10.000'

223°-243° bvd 30 NM

293°-343° byd 30 NM

343°-043° bvd 10 NM

113° 16.5 NM to fld

(R) SPOKANE APP/DEP CON 124.9 (1400-0620Z±)

(R) SALT LAKE CENTER APP/DEP CON 133.4 (0620-1400Z‡)

TOWER 118.4 (1300-0500Z±) **GND CON 121.9** 

MILLER PEAK RCO 122.45 (GREAT FALLS RADIO)

AIRSPACE: CLASS D svc 1300-0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.

(L) VORW/DME 112.8 MSO Chan 75

VOR/DME unusable:

043°-063° byd 30 NM

063°-082° bvd 30 NM blo 14.000'. 082°-150° bvd 20 NM blo 11.000'

116°-150° byd 35 NM blo 13,000' 168°-223° bvd 25 NM

223°-243° bvd 20 NM blo 12.000'

VOR unusable: 082°-116° bvd 27 NM blo 13.000'

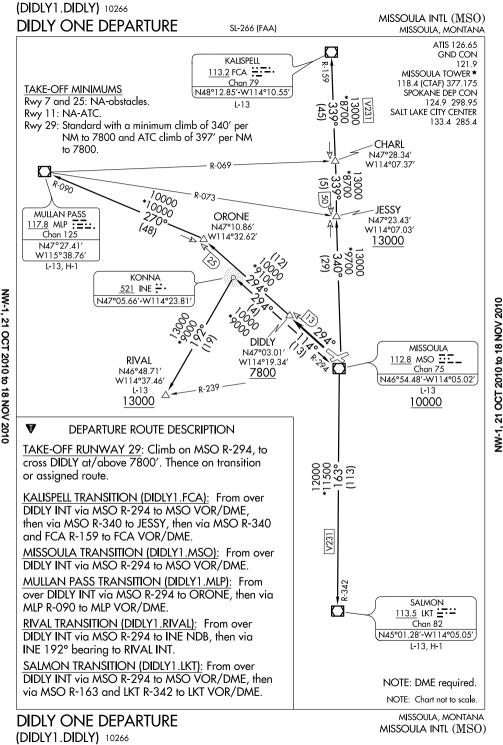
082°-116° byd 36 NM blo 14,000' DME unusable:

082°-116° byd 27 NM blo 14,000'

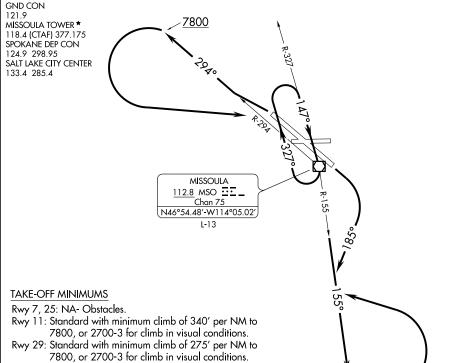
082°-116° bvd 39 NM

KONNA NDB (HW) 521 INE N47°05.66′ W114°23.81′

LOC unusable byd 30°left of course, byd 30° right of course. ILS 109.3 I-MS0 Rwy 11. Class IT.



## GRZLY TWO DEPARTURE (OBSTACLE) SL-266 (FAA) ATIS 126.65



NW-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES Rwy 11: Fence beginning 22' from DER, 487' right of centerline, up to 15' AGL/3215' MSL.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

7800

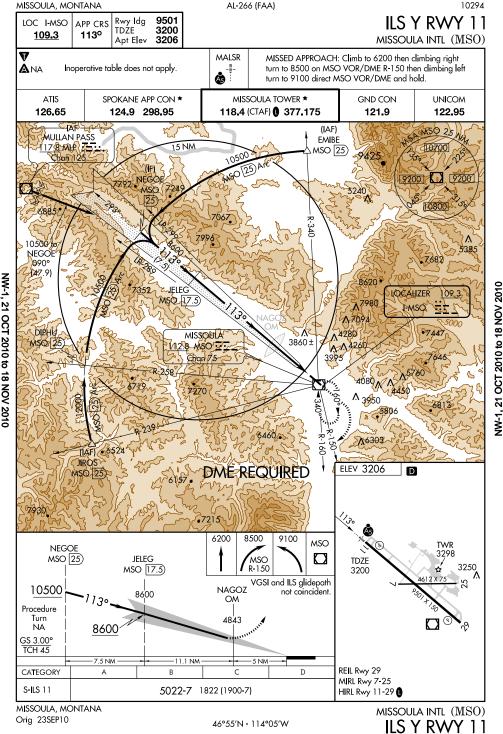
TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept MSO R-155, southeast bound to 7800, thence. . . . or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above

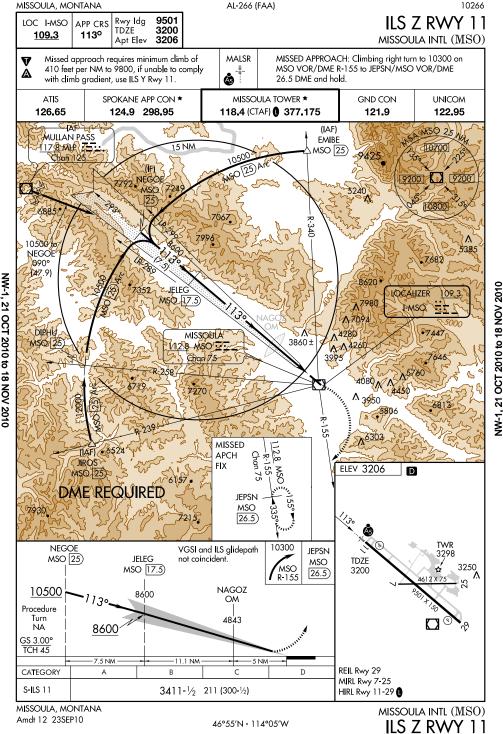
5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . . TAKE-OFF RUNWAY 29: Climb via MSO R-294 to 7800, then climbing left turn via

MSO R-294 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . .

. . . . climbing left turn via MSO VOR/DME R-155 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.

# GRZLY TWO DEPARTURE (OBSTACLE)

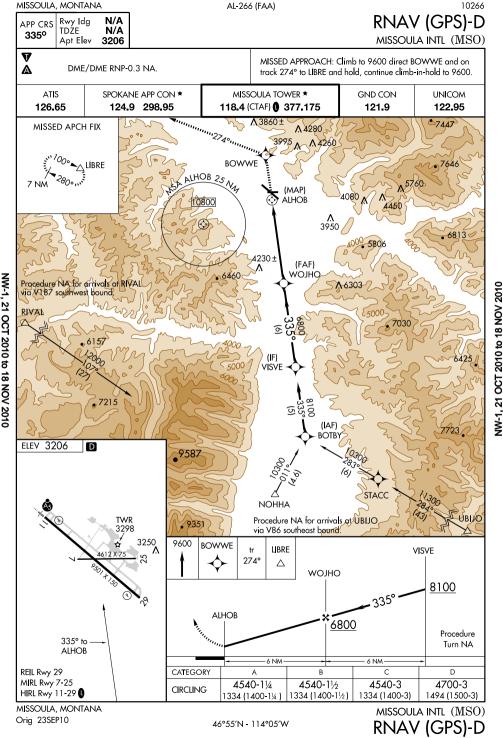


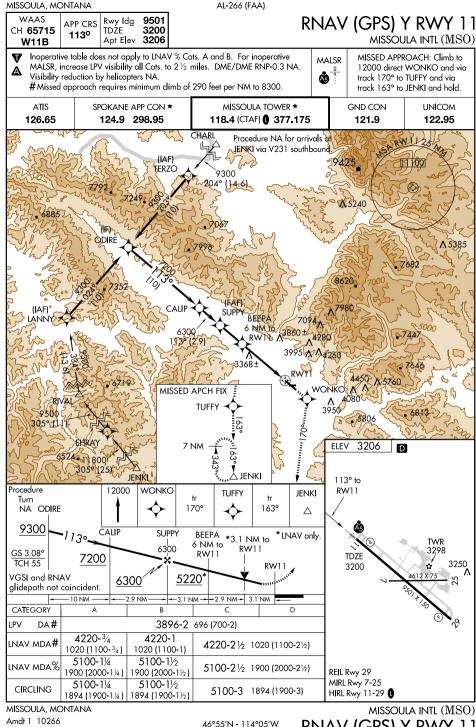


# MZULA TWO DEPARTURE (MZULA2.MZULA) 10266

NW-1, 21 OCT 2010 to 18 NOV 2010

MISSOULA, MONTANA MISSOULA INTL (MSO)





NW-1, 21 OCT 2010 to 18 NOV 2010

WW-1, 21 OCT 2010 to 18 NOV 2010

MISSED APPROACH: Climb to 11000 via track

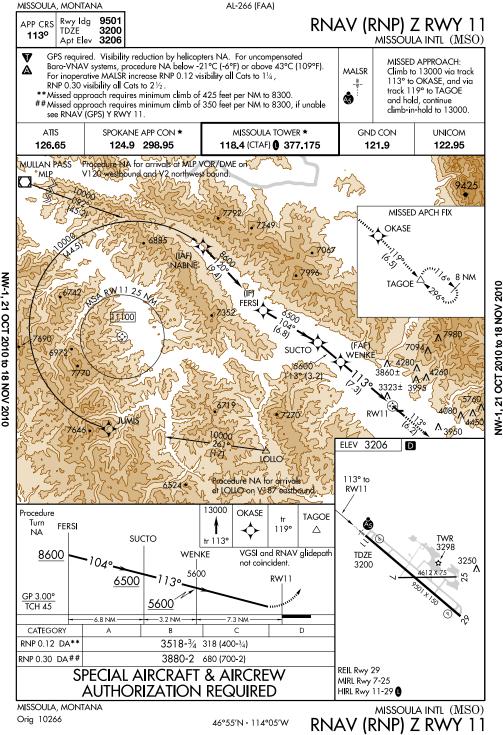
RF and GPS required. When local altimeter setting not received. procedure NA. For uncompensated Baro-VNAV systems, procedure 293° to SUPPY, and via track 288° to HEDVA, NA below -21°C (-5°F) or above 43°C (109°F). and via track 293° to LOCIV, and via right turn \* Missed approach requires minimum climb of 215 feet per NM to 5000 to NEYOC, and via track 127° to ARLEE and hold. SPOKANE APP CON ★ MISSOULA TOWER ★ ATIS **GND CON** UNICOM 126.65 124.9 298.95 118,4 (CTAF) 0 377,175 121.9 122.95 Procedure NA for arrival on MSO VOR/DME airway radials 055 CW 163 10900 8620 3860± 4260 MISSED APPROACH 3995 MISSOULA MSO NEYOC (RNP 0.50) FISIS (FAF) **EXON** 210 KIAS CEBED LOCIV ÀRLEE FROM HEDVA (A6.6) 343° (9) 9587 (RMP 0.50) WAMIS ELEV 3205 8800 Max 210 KIAS ROKNY 246? (5) NOHHA / 9800 WEDAK 3439 (40.2) (RNP 0.50 11000 HEDVA **SUPPY TUFFY** 288° **CEBED JEXOM** tr 293° FISIS **TWR** - 6600 3298 5600 017° STOVN 5135 3250 6000 017 4089 **RW29** Procedure 5600 Turn GP 3.00° NA TCH 50 3.2 NM -1.4 NM CATEGORY **TDZE** 3205 RNP 0.30 DA\* 3523-1 318 (400-1) 294° to RNP 0.30 DA 3581-11/4 376 (400-11/4) **RW29** REIL Rwy 29 SPECIAL AIRCRAFT AND AIRCREW MIRL Rwy 7-25

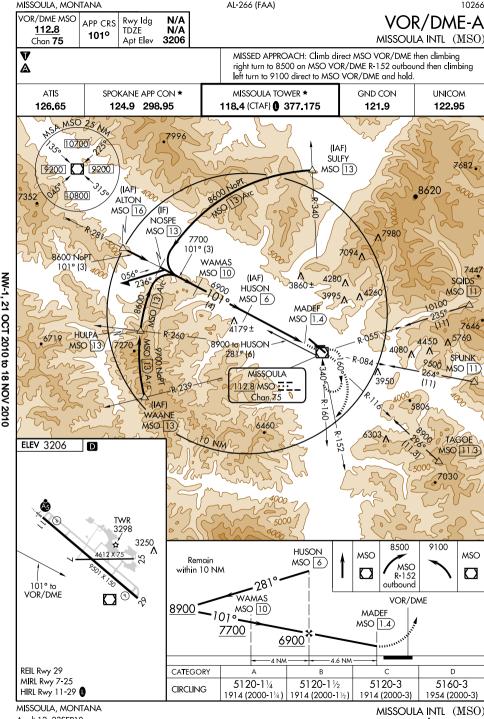
HIRL Rwy 11-29 ( MISSOULA, MONTANA Orig 10266

NW-1, 21 OCT 2010 to 18 NOV 2010

MISSOULA INTL (MSO) RNAV (RNP) RWY 29

**AUTHORIZATION REQUIRED** 





Amdt 12 23SEP10

MISSOULA INTL (MSO) VOR/DME-A

VOR/DME-B

FUEL 100LL NOTAM FILE GTF

N48°47 32′ W104°31 39′

MIRL 0.4% up NW

#### **PLENTYWOOD** SHER-WOOD (PWD) 1 NE UTC-7(-6DT)

NUSING

RWY 12-30: H3900X75 (ASPH-PFC) RWY 12: PAPI (P2L)-GA 3.0° TCH 44', Road.

> RWY 30: PAPI (P2L)-GA 3.0° TCH 44'. RWY 08-26: 2950X60 (TURF) RWY 16-34: 1600X83 (TURF)

AIRPORT REMARKS: Unattended, 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt, PAPI Rwy 12 OTS indef.

ACTIVATE MIRL Rwv 12-30-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 126.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21'

W103°45.04' 304° 44.5 NM to fld. 2372/12E.

HIWAS. PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.

2950 X 60 34

RILLINGS

GREAT FALLS

I-13C

I-13F IAP

(8S1) 1 W UTC-7(-6DT) N47°41.73′ W114°11.12′ 2941 B S4 FIIFI 10011 IFT A NOTAM FILE GTE RWY 18-36: H4195X75 (ASPH) S-17

RWY 18: PAPI(P4L)-GA 3.0° TCH 28', Highway.

RWY 36: PAPI(P2L)—GA 4.0° TCH 31', Hill. AIRPORT REMARKS: Attended 1500-0000Z‡. 24 hr self service fuel

avbl. Tower 600' AGL 3 miles S unlighted. When Idg on Rwv 36 be alert to seaplane Idgs on adjacent river. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

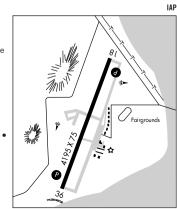
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42'

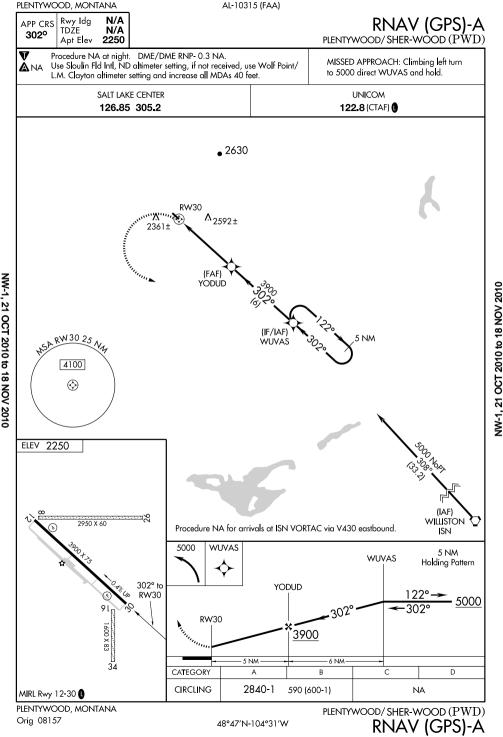
W115°38.76' 056° 61.0 NM to fld. 6100/20E.

WATERWAY 03W-21W: 4000X500 (WATER)

SEAPLANE REMARKS: Seaplane landing area also used by boats.

SALT LAKE CENTER APP/DEP CON 133.4





FUEL 100LL NOTAM FILE GTF

N48°47 32′ W104°31 39′

MIRL 0.4% up NW

#### **PLENTYWOOD** SHER-WOOD (PWD) 1 NE UTC-7(-6DT)

NUSING

RWY 12-30: H3900X75 (ASPH-PFC) RWY 12: PAPI (P2L)-GA 3.0° TCH 44', Road.

> RWY 30: PAPI (P2L)-GA 3.0° TCH 44'. RWY 08-26: 2950X60 (TURF) RWY 16-34: 1600X83 (TURF)

AIRPORT REMARKS: Unattended, 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt, PAPI Rwy 12 OTS indef.

ACTIVATE MIRL Rwv 12-30-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 126.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21'

W103°45.04' 304° 44.5 NM to fld. 2372/12E.

HIWAS. PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.

2950 X 60 34

RILLINGS

GREAT FALLS

I-13C

I-13F IAP

(8S1) 1 W UTC-7(-6DT) N47°41.73′ W114°11.12′ 2941 B S4 FIIFI 10011 IFT A NOTAM FILE GTE RWY 18-36: H4195X75 (ASPH) S-17

RWY 18: PAPI(P4L)-GA 3.0° TCH 28', Highway.

RWY 36: PAPI(P2L)—GA 4.0° TCH 31', Hill. AIRPORT REMARKS: Attended 1500-0000Z‡. 24 hr self service fuel

avbl. Tower 600' AGL 3 miles S unlighted. When Idg on Rwv 36 be alert to seaplane Idgs on adjacent river. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

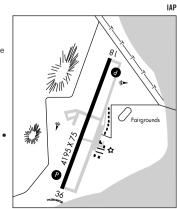
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42'

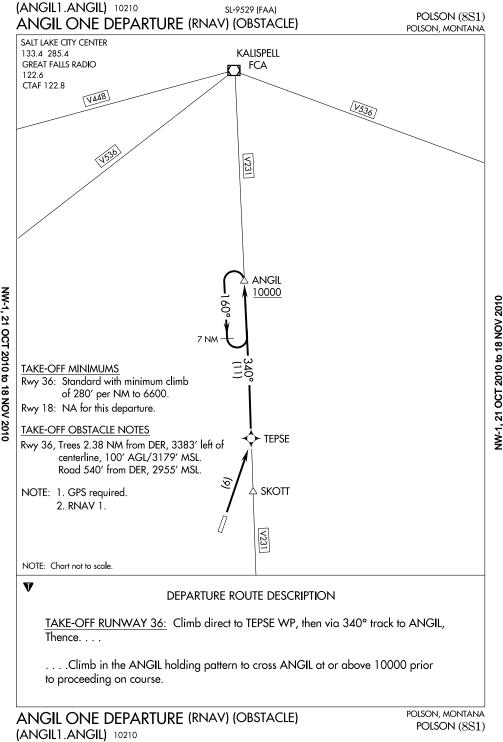
W115°38.76' 056° 61.0 NM to fld. 6100/20E.

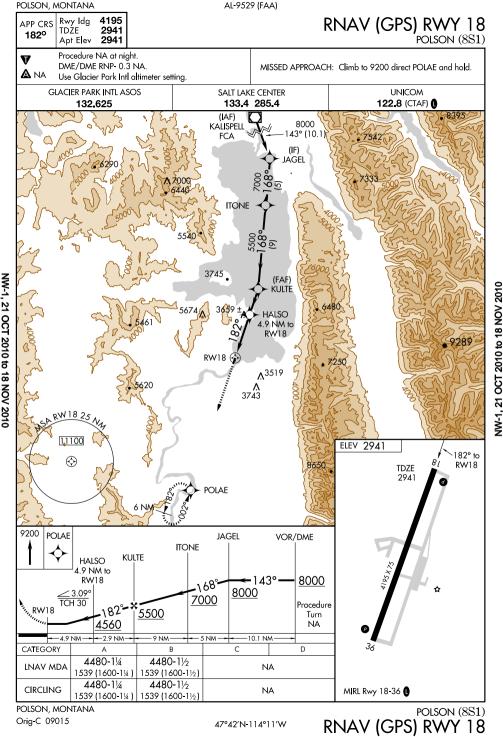
WATERWAY 03W-21W: 4000X500 (WATER)

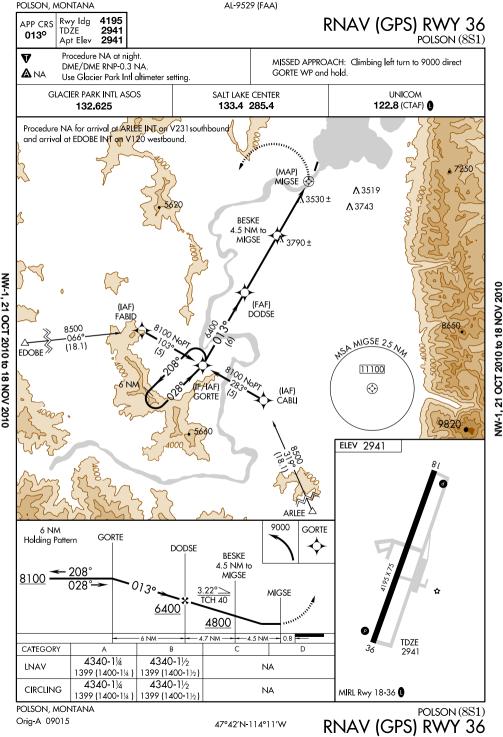
SEAPLANE REMARKS: Seaplane landing area also used by boats.

SALT LAKE CENTER APP/DEP CON 133.4





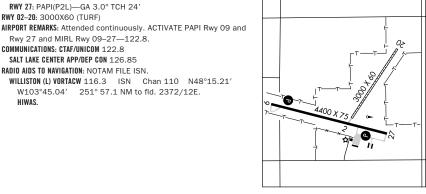






WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21' W103°45.04' 251° 57.1 NM to fld. 2372/12E.

RILLINGS Not insp. L-13E RWY 09-27: H4400X75 (ASPH-PFC) S-12.5, D-40, 2D-66 MIRL IAP



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**GREAT FALLS** 

# PORT OF DEL BONITA

RWY 09: PAPI(P2L)-GA 3.0° TCH 24' RWY 27: PAPI(P2L)-GA 3.0° TCH 24' RWY 02-20: 3000X60 (TURF)

Rwy 27 and MIRL Rwy 09-27-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8 SALT LAKE CENTER APP/DEP CON 126.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

HIWAS.

WHETSTONE INTL (H28) 0 W UTC-7(-6DT) N49°00.00′ W112°47.55′ 4336 AOE NOTAM FILE GTF RWY 07-25: 4440X65 (TURF)

FUEL 100LL, JET A NOTAM FILE GTF

S-4, D-6

AIRPORT REMARKS: Unattended, For fuel call 406-328-7408, Wildlife

RWY 25: Fence.

AIRPORT REMARKS: Unattended, No snow removal, Rwy 07-25 gopher holes on surface, Rwy 07 p-line marked with red balls. Rwy 07-25 cone markers every 200' both sides of rwy and red cones mark thlds. COMMUNICATIONS: CTAF/UNICOM 122 8

RWY 07: P-line.

RAVALLI CO (See HAMILTON)

MIRL

RWY 34: Road.

#### RED LODGE (RED) 1 NW UTC-7(-6DT) N45°11.25' W109°16.04' S2

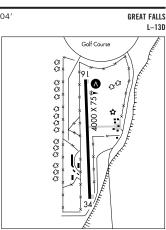
RWY 16-34: H4000X75 (ASPH)

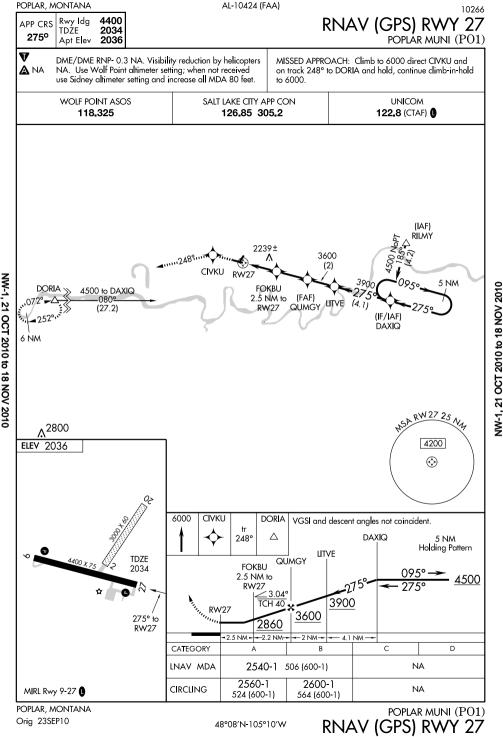
on and invof rwy. ACTIVATE MIRL Rwy 16-34 and VASI Rwy 16-CTAF. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

RWY 16: VASI(V2L)—GA 3.0° TCH 27', Road.

BILLINGS (H) VORTACW 114.5

BIL Chan 92 N45°48.51' W108°37.48' 202° 46.1 NM to fld. 3808/14E. NDB (HW) 203 RED N45°14.40′ W109°15.86′ 165° 3.2 NM to fld. NOTAM FILE GTF. VFR only.





RICHEY (7U8) 1 SW UTC-7(-6DT) N47°37.60′ W105°04.58′ BILLINGS 2493 В NOTAM FILE GTF RWY 14-32: 2690X75 (TURF-DIRT) LIRL RWY 32- Hill AIRPORT REMARKS: Unattended. Rwy 14-32 center 20' of rwy soft graded dirt, perimeter is turf. No snow removal. ACTIVATE LIRL Rwv 14-32-CTAF. **COMMUNICATIONS: CTAF 122.9** RIDDICK FLD (See PHILIPSBURG) ROCK CREEK (See CLINTON) RONAN (7SØ) 3 N UTC-7(-6DT) N47°34.03′ W114°06.07′ **GREAT FALLS** S2 FUEL 100LL, JET A NOTAM FILE GTF I-13C IAP RWY 16-34: H4800X75 (ASPH) MIRL RWY 16: PAPI(P2L)-GA 3.0° TCH 21. Road. RWY 34: PAPI(P2L)-GA 3.0° TCH 22'. AIRPORT REMARKS: Unattended. Fuel avbl 24 hours via self serve credit card svc. Large seagulls on and in vicinity of arpt. MIRL Rwy 16-34 and PAPI Rwy 34 opr 2300-0400Z‡; after 0400Z‡ ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 SALT LAKE CENTER APP/DEP CON 133.4 RADIO AIDS TO NAVIGATION: NOTAM FILE FCA KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85' W114°10.55' 158° 39 NM to fld. 2984/18E. ROSS INTL (See SWEETGRASS) ROTORCRAFT HELIPORT (See Hamilton)

MONTANA

92

ROUNDUP (RPX) 2 N

3491 B FUEL 100LL, JET A RWY 06-24: H5098X75 (ASPH) S-12.5

UTC-7(-6DT) NOTAM FILE GTF

RWY 06: Tree. RWY 24: PAPI(P2L)-GA 3.0° TCH 45'. RWY 15-33: 2458X100 (TURF-DIRT) RWY 15: Tree. RWY 33: Trees. AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z‡. Service avbl Sun phone 406-323-1011. Credit card self service fuel avbl 24 hours. Parachute Jumping. Wildlife on and invof arpt. Ultralights

on and invof arpt. Radio controlled airplane ops on arpt. Rgt tfc Rwy 24 from 0500Z‡ to 1400Z‡. Major airframe and major power plant repairs winter only. Rwy 15-33 marked with white cones full length, red cones mark thid. ACTIVATE PAPI Rwy 24-CTAF.

N46°28.50' W108°33.60' BILLINGS H-1E, L-13D 5098 X 7 0303

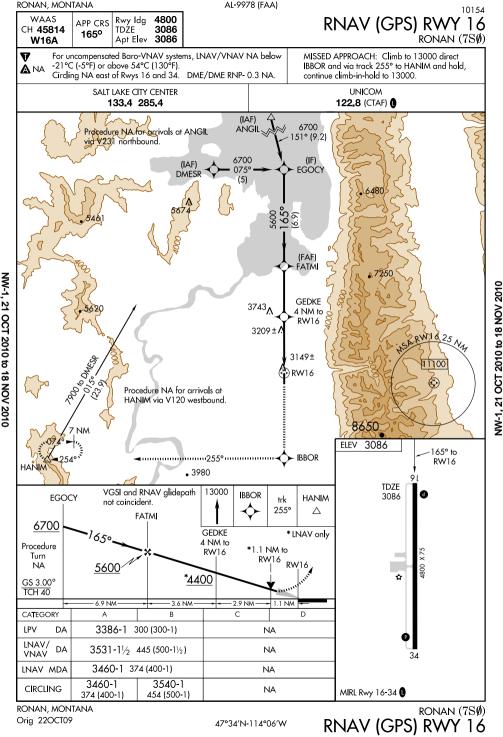
COMMUNICATIONS: CTAF/AUNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE BIL. BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51'

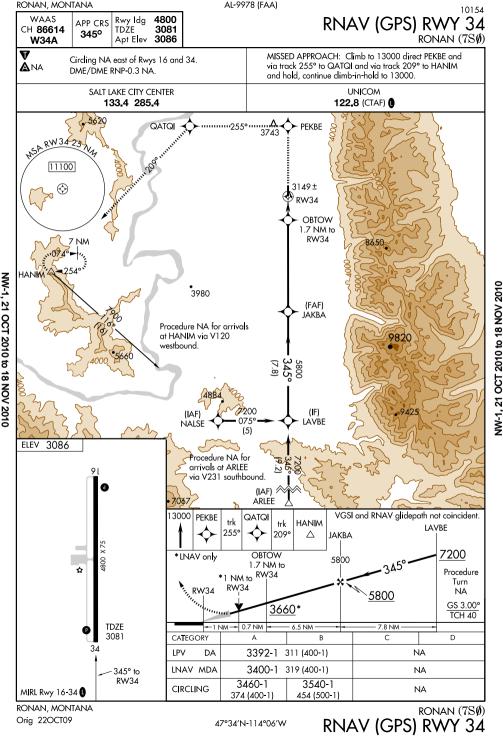
W108°37.48' 351° 40.1 NM to fld. 3808/14E. NDB (MHW) 362

RPX N46°28.83′ W108°34.04′ NOTAM FILE GTF. VFR only.

(HANIM1.HANIM) 09295 RONAN  $(7S\emptyset)$ HANIM ONE DEPARTURE (RNAV) SL-9978 (FAA) RONAN, MONTANA SALT LAKE CITY CENTER 133.4 285.4 GREAT FALLS RADIO 122.6 CTAF 122.8 3 **KANAF** NW-1, 21 OCT 2010 to 18 NOV 2010 NW-1, 21 OCT 2010 to 18 NOV 2010 255° CHARL **HANIM** (16)NOTE: RNAV 1. NOTE: GPS required. TAKE-OFF MINIMUMS: Rwy 16: Standard. Rwy 34: NA. See RONAN DEPARTURE. TAKE-OFF OBSTACLE NOTE: Rwy 16: Tree 485' from DER, 386' left of centerline, 50' AGL/3149' MSL. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 16: Climb to 13000 direct KANAF and via track 180° to CHARL and via track 255° to HANIM and hold, continue climb-in-hold to 13000 before proceeding on course. HANIM ONE DEPARTURE (RNAV) RONAN, MONTANA RONAN  $(7S\emptyset)$ 

(HANIM1.HANIM) 09295





(RONAN1.RONAN) 09295 RONAN  $(7S\emptyset)$ RONAN ONE DEPARTURE (RNAV) SL-9978 (FAA) RONAN, MONTANA SALT LAKE CITY CENTER 133.4 285.4 GREAT FALLS RADIO 122.6 **ANGIL** CTAF 122.8 **TEPSE** (10) CIMRI NOTE: RNAV 1. NOTE: GPS required.  $\overline{\omega}$ TAKE-OFF MINIMUMS: Rwy 16: NA. See HANIM ONE DEPARTURE. Rwy 34: Standard. TAKE-OFF OBSTACLE NOTES: Rwy 34: Building 158' from DER, 370' left of centerline, 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline, 50' AGL/3149' MSL. NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

 $\frac{\text{TAKE-OFF RUNWAY 34:}}{\text{to TEPSE and via track 342}^{\circ}} \ \text{Climb to 10000 direct CIMRI and via track 335}^{\circ} \\ \text{to TEPSE and via track 342}^{\circ} \ \text{to ANGIL and hold, continue climb-in-hold to appropriate MEA before proceeding on course.}$ 

RONAN ONE DEPARTURE (RNAV) (RONAN1.RONAN) 09295

NW-1, 21 OCT 2010 to 18 NOV 2010

RONAN, MONTANA RONAN  $(7S\emptyset)$ 

MONTANA RYFGATE (8UØ) 1S UTC-7(-6DT) N46°17.43′ W109°14.86′ GREAT FALLS

NOTAM FILE BIL.

NOTAM FILE GTF

MIRL 1.2% up SE

RWY 07-25: 3440X100 (TURF) RWY 07: P-line. AIRPORT REMARKS: Unattended. Rwy 07-25 surface condition rough. No snow removal. Rwy 07-25 marked by white

NOTAM FILE GTE

cones full length. COMMUNICATIONS: CTAF 122.9

3689 R

SAIGE N45°51.13' W108°41.67'.

NDR (LOM) 251 099° 6.9 NM to Billings Logan Intl.

ST IGNATIUS (52S) 1 NE UTC-7(-6DT) N47°19.50′ W114°04.84′ FUEL 100LJ NOTAM FILE GTF S2 LIRI

RWY 08-26: H2610X60 (ASPH) RWY 08: Road. RWY 26: Building.

AIRPORT REMARKS: Attended continuously. Migratory flocks of birds invof rwy. Snow removal. Rwy 08 90' relocated

thid for ngt ops only. Rwy 26 243' relocated thid for ngt ops only. 2277' avbl for ngt ops. Rwy 08 90' unlighted,

COMMUNICATIONS: CTAF 122.9

Rwy 26 243' unlighted, 2277' Igtd at ngt. Telephone on fld 406-745-4008. ACTIVATE LIRL Rwy 08-26-122.9

(See ASHLAND)

ST LARRE MISSION

SAND SPRINGS STRIP (8U1) 1 NW UTC-7(-6DT) N47°06.25' W107°30.21' 3180 TPA-3900(720) NOTAM FILE GTF

RWY 10-28: 2400X60 (TURF) RWY 10: Road.

AIRPORT REMARKS: Attended dalgt hours. Animals on and invof rwy. Rwy 10-28 may be soft when wet. No landing on

twy connected to Rwy 28.

COMMUNICATIONS: CTAF/UNICOM 122.8

SCHAFER (USFS) (8U2)15 SE UTC-7(-6DT)

NOTAM FILE GTF RWY 07-25: 3200X60 (TURF)

RWY 07: Trees. RWY 25: Trees.

conditions permitting.

COMMUNICATIONS: CTAF 122.9 SCOBFY

SCOBEY (9S2)1 NW UTC-7(-6DT)S4 FUEL 100LL, JET A RWY 12-30: H4015X75 (ASPH) S-11

RWY 12: PAPI(P2L)-GA 3.0° TCH 25'. RWY 30: PAPI(P2L)-GA 3.0° TCH 25'. AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡, Sat 1500-1900Z‡. For fuel after hours call 406-487-5544. Deer on

and in vicinity of arpt. MIRL Rwy 12-30; PAPI Rwy 12 and Rwy 30 opr dusk-0600Z‡; after 0600Z‡ ACTIVATE-CTAF. COMMUNICATIONS: CTAF/AUNICOM 122.8 SALT LAKE CENTER APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW. GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92' W106°37.53' 039° 59.2 NM to fld. 2280/14E. N48°48.52′ W105°26.17′ NDB (MHW) 283 SC0 at fld. NOTAM FILE GTF. VFR only.

AIRPORT REMARKS: Unattended, Summer phone 406-752-7345, Watch for horses or big game animals on rwy, First 400' Rwy 25 very rough. Rwy 07-25 E 1800' marked with cones, W 1400' unmarked. Tkf and land Rwy 25 N48°48.46′ W105°26.37′ BILLINGS

N48°05.25' W113°15.05'

93

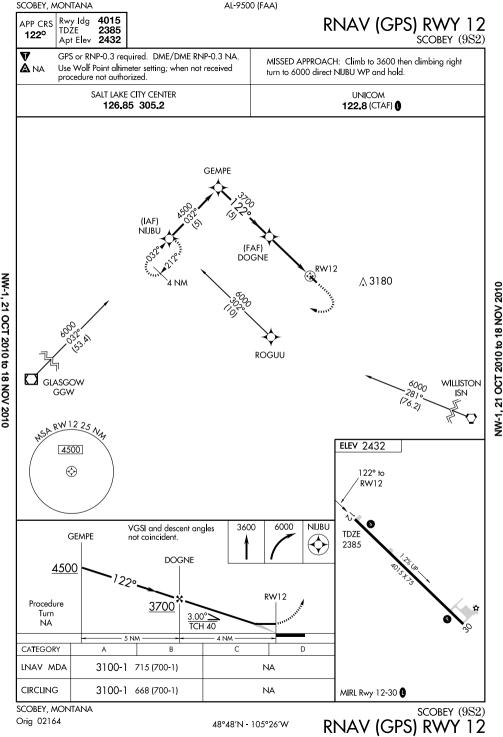
BILLINGS

**GREAT FALLS** 

BILLINGS

**GREAT FALLS** 

L-13E IAP



MONTANA

#### 2501 IRA NOTAM FILE GTF RWY 07-25: 3330X75 (TURF) RWY 07: Pole.

LINDEY'S LANDING WEST SPB

**COMMUNICATIONS: CTAF 122.9** 

RWY 16-34: 4575X75 (TURF) RWY 16: Trees.

3993 FUEL MOGAS

N49°00.00' W105°24.03'

WATERWAY 12-30: 14000X1000 (WATER)

NOTAM FILE GTF

AIRPORT REMARKS: Unattended, May have live stock on and in vicinity of arpt, No snow removal, Rwy 07-25 soft when

wet. Rwy 07-25 marked with cones full length. Rwy 07-25 surface rolling with gopher holes. COMMUNICATIONS: CTAF 122.9

(M35) 1 NW

SCOBEY BORDER STATION (EAST POPLAR INTL) (8U3) 13 N UTC-7(-6DT)

NOTAM FILE GTF

SEAPLANE REMARKS: Attended continuously.

2 N UTC-7(-6DT) N48°32.44′ W111°52.27′

S-12.5

S-12.5

MIRL

(23S) 2 E UTC-7(-6DT) N47°10.75′ W113°26.72′

UTC-8(-7DT) N47°10.46′ W113°28.80′

GREAT FALLS

**GREAT FALLS** 

BILLINGS

**GREAT FALLS** 

H-1D. L-13C

recommended due to rising terrain. Rwy 16-34 very soft and muddy when wet. Rwy 16-34 cones with reflectors along full length of rwy except during winter months. Snow removal intermittent, call arpt manager for current

COMMUNICATIONS: CTAF 122.9

(SBX)

RWY 05-23: H5004X75 (ASPH-PFC)

RWY 05: PAPI(P2L)-GA 3.0° TCH 29'. RWY 23: PAPI(P2L)—GA 3.0° TCH 32', Road. RWY 11-29: H3701X60 (ASPH-PFC)

RWY 11: PAPI(P2L)-GA 3.0° TCH 31'. RWY 29: PAPI(P2L)-GA 3.0° TCH 38', Light pole.

- conditions 406-444-2506. ACTIVATE rotating bcn-CTAF.

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**SEELEY LAKE** 

SEELEY LAKE

SHELBY

SHER-WOOD

4235 B

- RWY 34: Trees AIRPORT REMARKS: Unattended, Birds and wildlife on and invof arpt, Ultralights on and invof arpt, Tkfs to north not

B S4 FUEL 100. JET A NOTAM FILE GTF

- 0.6% up NE
- 0.3% up SE
- AIRPORT REMARKS: Attended 1500-0100Z‡. For fuel after hours call
  - 406-450-2461 or 406-450-2463. Self svc credit card for 100LL

CUT BANK RCO 122.2 (GREAT FALLS RADIO)

and Jet A. Fuel truck avbl for Jet A. Deer on and invof arpt. Twvs marked with reflectors. ACTIVATE MIRL Rwy 05-23; Rwy 11-29;

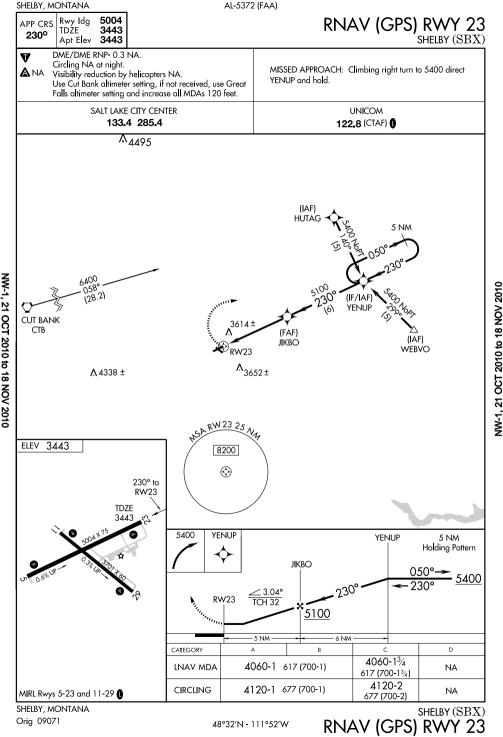
PAPI Rwv 05, Rwv 23, Rwv 11 and Rwv 29-CTAF.

SALT LAKE CENTER APP/DEP CON 133 4 RADIO AIDS TO NAVIGATION: NOTAM FILE CTB. CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90' W112°20.60' 077° 18.9 NM to fld. 3780/17E. NDB (MHW) 347 SBX N48°32.46′ W111°51.75′ NOTAM FILE GTF.

(See PLENTYWOOD)

COMMUNICATIONS: CTAF/UNICOM 122.8

NDB RWY 23



MONTANA

SIDNEY-RICHLAND MUNI (SDY) 1 W UTC-7(-6DT) N47°42.41' W104°11.55' FUEL 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE SDY

RWY 01-19: H5705X100 (ASPH-GRVD) S-40, D-55, 2D-85 MIRL RWY 01: REIL. PAPI(P2L)-GA 3.0° TCH 33'.

RWY 19: REIL. PAPI(P2L)-GA 3.0° TCH 41'. Tree. Rgt tfc. RWY 10-28: H4023X100 (ASPH-GRVD) S-12. D-18

MIRL 0.4% up NW RWY 10: REIL. PAPI (P2L)-GA 3.0 TCH 40'. Pole. Rgt tfc.

RWY 28: REIL, PAPI(P2L)—GA 3.0° TCH 26', Tree.

RWY 01: TORA-5705 TODA-5705

RUNWAY DECLARED DISTANCE INFORMATION

ASDA-5705 LDA-5705

RWY 10: TORA-4023 TODA-4023 ASDA-4023 LDA-4023 RWY 19: TORA-5705 TODA-5705 ASDA-5705 LDA-5705

RWY 28: TORA-4023 TODA-4023 ASDA-4023 LDA-4023 AIRPORT REMARKS: Attended 1200-0500Z±. On call 24 hrs a day. For arpt conditions, ctc arpt management 406-433-2415. ACTIVATE

MIRL Rwy 01-19 and Rwy 10-28, REIL Rwy 01, Rwy 19, Rwy 10 and Rwy 28: PAPI Rwy 01, Rwy 19, Rwy 10, and Rwy 28-CTAF. WEATHER DATA SOURCES: AWOS-3 119.275 (406) 482-7323.

€3

WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21' W103°45.04' 197° 37.3 NM to fld. 2372/12E. HIWAS.

NDB (HW) 359 SDY N47°42.69′ W104°10.91′ at fld. NOTAM FILE SDY.

SMITH LAKE N48°06.50' W114°27.68'. NOTAM FILE FCA.

NDB (MHW) 515 SAK 019° 14.7 NM to Glacier Park Intl. **GREAT FALLS** 

95

IAP

BILLINGS

H-1F. 2H. L-13E

(8U4)

NOTAM FILE GTF

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 123.65 (GREAT FALLS RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.

RWY 14-32: 3800X78 (TURF)

SPOTTED BEAR (USFS)

RWY 32: Trees. RWY 14: Trees.

AIRPORT REMARKS: Unattended. Rwy 14-32 north quarter of strip has a slight dog-leg, dog leg begins 1100' from

north end. Rwy 32 NSTD markings first 2400' marked with cones spaced 200' apart including dogleg. COMMUNICATIONS: CTAF 122 9

STANFORD (S64) 1 S UTC-7(-6DT) N47°08.81' W110°13.80' FUEL 100LL MOGAS

4327 B NOTAM FILE GTF RWY 11-29: H4200X75 (ASPH) S-12 MIRL

RWY 11: Fence. RWY 29: PAPI(P2L)-GA 3.0° TCH 30'. Road.

RWY 07-25: 1760X100 (TURF-GRVL) RWY 07: Fence. RWY 25: P-line.

AIRPORT REMARKS: Attended irregularly. Mogas available from station

attendant across from hangars. First 200' of Rwy 25 gravel with tall grass/weed growing through. First 500' Rwy 07 very rough;

multiple gopher holes. ACTIVATE MIRL Rwy 11-29 and PAPI Rwy 29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

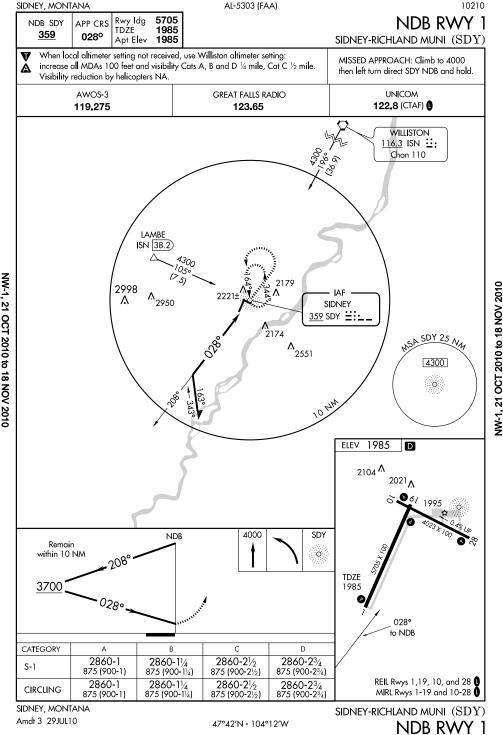
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.

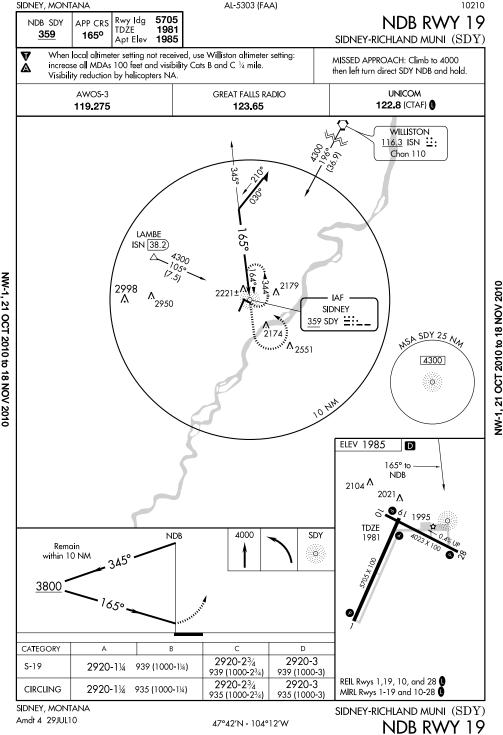
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18' W109°36.37' 268° 26.2 NM to fld. 4133/15E.

L-13B 3 NW UTC-7(-6DT) N47°57.50′ W113°33.56′ GREAT FALLS

GREAT FALLS L-13D

Residential Areo 1760 X 100





SIDNEY, MONTANA AL-5303 (FAA) 10210 WAAS 5705 RNAV (GPS) RWY 1 Rwy Idg APP CRS CH 62918 1985 TDŹE 015° Apt Elev SIDNEY-RICHLAND MUNI (SDY) W01A 1985 Baro-VNAV NA when using Williston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). MISSED APPROACH: DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Climb to 4500 direct When local altimeter setting not received, use Williston altimeter setting and increase all DA 84 feet HAKET and hold. and MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C and D visibility ¼ mile, Circling Cat Ć visibility ½ mile, Cat D visibility ¼ mile. AWOS-3 **GREAT FALLS RADIO** UNICOM 119.275 123.65 122.8 (CTAF) 0 MISSED APCH FIX ۸<sup>2179</sup> ۸<sup>2950</sup> 2221± 2998<sub>A</sub> 2193 2144 NW-1, 21 OCT 2010 to 18 NOV 2010 2174 ۸<sup>2551</sup> JUNEG 2.8 NM to RW01 (FAF) (IAF) BOSPE RW01 25 NA 4500 NOPT 4300  $\bigcirc$ (IF/IAF) CATUM ELEV 1985 5 NM 2104 A 4500 HAKET <sup>2021</sup> 5 NM CATUM Holding Pattern BOSPE **.**●6/ 1995 **JUNEG** 2.8 NM to 4500 3700 \*LNAV only RW01 RW01 GS 3.00° 3700 2900 TCH 45 6.1 NM 2.4 NM-2.8 NM CATEGORY Α **TDZE** IPV DA 2235-1 250 (300-1) 1985 LNAV DA 2541-2 556 (600-2) VNAV 015° to 2480-11/4 2480-11/2 RW01 2480-1 LNAV MDA 495 (500-1) 495 (500-11/4) 495 (500-11/2) REIL Rwys 1,19, 10, and 28 0 2540 - 12560-1 2580-11/2 2680-2 1/4 CIRCLING MIRL Rwys 1-19 and 10-28 ( 555 (600-1) 575 (600-1) 695 (700-21/4) 595 (600-1½) SIDNEY, MONTANA SIDNEY-RICHLAND MUNI (SDY) Amdt 1 29JUL10 47°42′N - 104°12′W RNAV (GPS) RW

NW-1, 21 OCT 2010 to 18 NOV 2010

MONTANA

STEVENSVILLE (32S)2 NE UTC-7(-6DT) N46°31.51' W114°03.17' 3610 B S4 FIIFI 10011 OX 4 NOTAM FILE GTE RWY 12-30: H3800X60 (ASPH-PFC) S-12.5 MIRL 2.0% up SE

RWY 12: PAPI(P2L)-GA 3.0° TCH 37'. RWY 30: Trees. AIRPORT REMARKS: Unattended, Parachute Jumping, Fuel sold 24 hr by credit card self syc. Snow removal intermittent, ACTIVATE MIRL

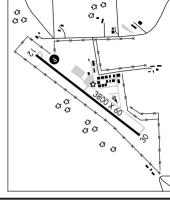
Rwy 12-30 and PAPI Rwy 12-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

SPOKANE APP/DEP CON 124.9 (1400-06207±) SALT LAKE CENTER APP/DEP CON 133.4 (0620-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.

MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48'

W114°05.02' 160° 23 NM to fld. 3202/17E.



**GREAT FALLS** 

I-13C

ΙΔΡ

SUNBURST (8U5) 1 NW UTC-7(-6DT) N48°53.20′ W111°55.30′ 3401 NOTAM FILE GTF

RWY 05-23: 2700X140 (TURF)

RWY 05: Fence.

RWY 23: Trees. Rgt tfc. RWY 18-36: 1470X100 (TURF)

RWY 18: Fence

96

AIRPORT REMARKS: Unattended. Rwy 05-23 and Rwy 18-36 rough with large gopher holes. Rwy 05-23 has red and black panel markers full length of rwy and thids. Rwy 18-36 has red and black panel markers full length of rwy and thids. Rwy 05 NSTD markings. COMMUNICATIONS: CTAF 122.9

### **SUPERIOR**

#### MINERAL CO (9S4) 2 SE UTC-7(-6DT) N47°10.10′ W114°51.22′

NOTAM FILE GTF

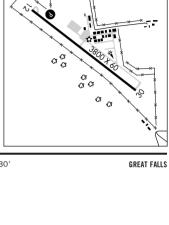
RWY 12-30: H3450X75 (ASPH-PFC) S-12

RWY 12: Tree. RWY 30: Trees. AIRPORT REMARKS: Unattended. Mountainous terrain surrounding arpt.

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.

MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48'

W114°05.02' 280° 35.3 NM to fld. 3202/17E.

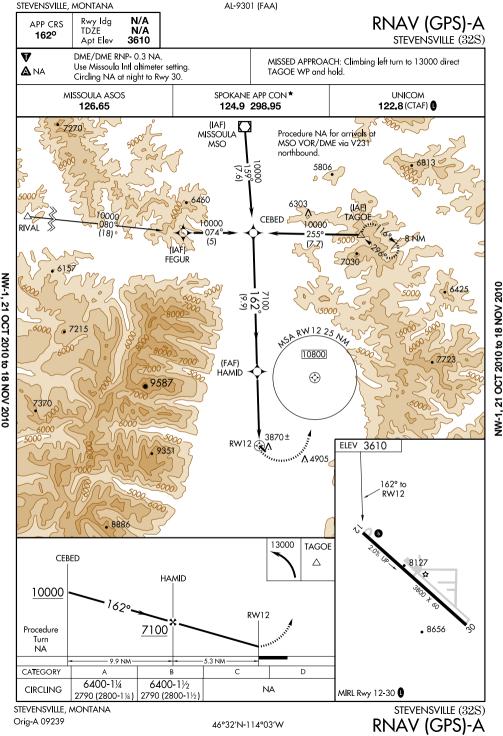


€3 €

Mountainous Area

L-13B Mountainous

GREAT FALLS



**GREAT FALLS** H-1E, L-13C

### MONTANA

S-90, D-150, 2S-175, 2D-280

ASDA-8399 LDA-8399

LDA-8399

ASDA-8399

### WEST YELLOWSTONE

YELLOWSTONE (WYS) 1 N UTC-7(-6DT) N44°41.30′ W111°07.06′ FUEL 100LL, JET A1+ Class II, ARFF Index A NOTAM FILE WYS

RWY 01-19: H8400X150 (ASPH-GRVD) RWY 01: MALSR, PAPI(P4L)—GA 3.0° TCH 49'.

RWY 19: REIL, VASI(V4L)-GA 3.0° TCH 53'. RUNWAY DECLARED DISTANCE INFORMATION

TORA-8399 TODA-8399 RWY 01: RWY 19-TORA-8399 TODA-8399

AIRPORT REMARKS: Attended Jun-Sep 1330-0600Z‡, For fuel during off season hrs, call 208-326-8632. Arpt CLOSED from December 1 through May 31 except with PPR, Call 406-444-2506, Parachute Jumping. Heavy snowmobile use on and adjacent rwy winter

months. PPR for air carrier ops with more than 30 passenger. seats, call arpt manager 406-646-7631 or 406-459-9825. No

snow removal. Arpt avbl and staffed Jun 1-Sept 30, ctc fixed base operator 406-646-7359 or owner 406-444-2506 for information other times, MALSR, REIL, VASI and HIRL out of svc Oct 1-May 31. ACTIVATE HIRL Rwy 01-19 and MALSR Rwy 01-CTAF not available from Oct 1 thru May 31 annually. Ldg fee for acft over

WEATHER DATA SOURCES: AWOS-3 118.1 (406) 646-7727. Plus precipitation. COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 119.4 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 132.4 AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 037° 59.2 NM to fld. 4915/15E. NDB (HW) 338

svc Oct 1 thru May 31. TARGY NDB (HW/LOM) 415

LO N44°34.52′ W111°11.85′ Jun-Sep annually.

(58S)

RWY 11-29: 2560X75 (TURF) RWY 11: Thid dsplcd 278'. Trees.

COMMUNICATIONS: CTAF 122.9

(H) VORW/DME 113.7 HIA

VOR and DMF unusable:

WHITEHALL N45°51.71′ W112°10.18′.

WHITEFISH

3066

ILS 110.7 I-LOW Rwy 01. Class IA.

threshold. LOC and glideslope unmonitored. WHEATLAND CO AT HARLOWTON (See HARLOWTON)

WHETSTONE INTL (See PORT OF DEL BONITA)

and p-lines in transitional surface full rwy length on N side.

Chan 84

105°-160° beyond 25 NM below 16.000'

210°-230° beyond 25 NM below 14 500'

1 E

UTC-7(-6DT) N48°24.48' W114°17.97' TPA-4066(1000) NOTAM FILE GTF

NOTAM FILE BTM

RWY 29: Trees.

AIRPORT REMARKS: Unattended, Numerous gopher holes on arpt, No snow removal, Arpt CLOSED from Nov through

May. Rwy 11-29 marked with white cones. Rwy 11 dsplcd thld marked with red cones. Rwy 11-29 trees, railroad

274° 14.8 NM to Bert Mooney. 4652/18E.

275°-330° beyond 25 NM below 15,500'

355°-050° beyond 25 NM below 15 500'

LOM TARGY NDB. ILS opr Jun-Sep. Localizer unusable inside

ESY N44°41.38′ W111°07.27′ at fld. Opr June-Sept. NOTAM FILE WYS. VFR only. Out of 011° 7.6 NM to fld. NOTAM FILE WYS. Ops

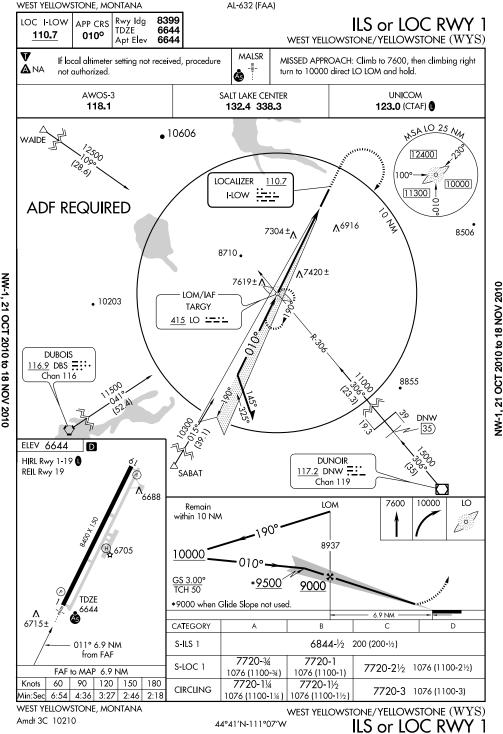
**GREAT FALLS** 

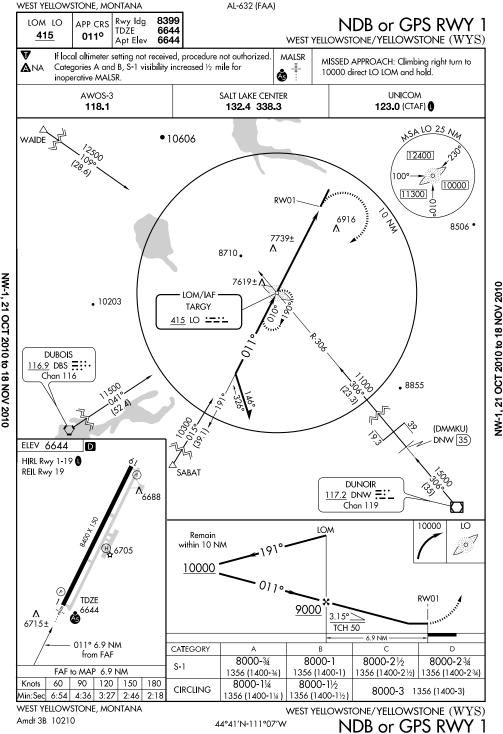
**GREAT FALLS** 

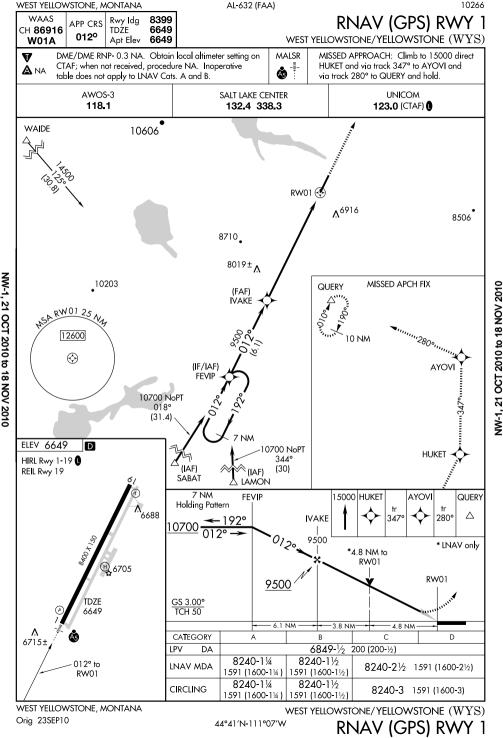
H-1D. L-13C

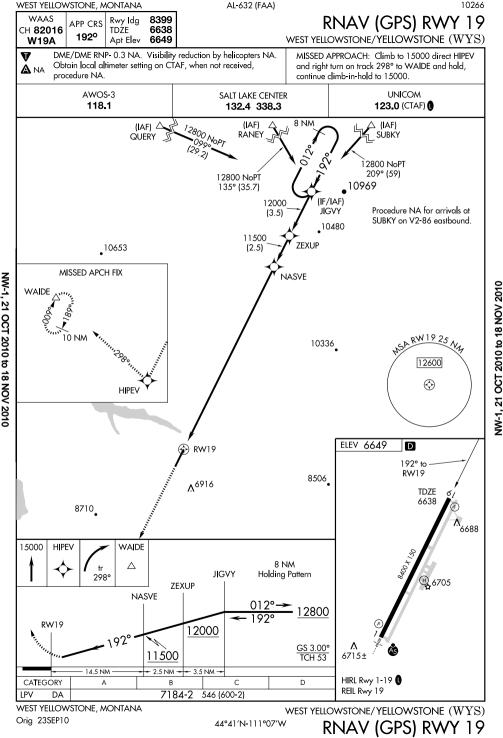
IAP

HIRI









RILLINGS

IAP

H-1F. 2H. L-13E

# WOLF POINT

COMMUNICATIONS: CTAF/UNICOM 122.8 WOLF POINT RCO 122.45 (GREAT FALLS RADIO)

(R) SALT LAKE CENTER APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW. GLASGOW (H) VORW/DME 113.9 GGW

L M CLAYTON

NOTAM FILE OLF

**RWY 11–29**: H5089X100 (ASPH–PFC) S–38. D–50 RWY 11: REIL, VASI(V2L)-GA 3.0° TCH 25', Road.

RWY 29: REIL. VASI(V2L)-GA 3.0° TCH 25'. AIRPORT REMARKS: Attended Mon-Fri 1300-0230Z±. For svc after

normal business hours call Arpt manager 406-650-8303 or

conditions not monitored 0530-1130Z‡. ACTIVATE MIRL Rwy

WEATHER DATA SOURCES: ASOS 118.325 (406) 653-3865.

W106°37.53' 085° 42.8 NM to fld. 2280/14E. WOLF POINT NDB (HW) 404 OLF N48°06.27' W105°36.12' 108° 1.2 NM to fld. NOTAM FILE OLF.

MONTANA

MIRL

Chan 86 N48°12.92'

(OLF) 3 E UTC-7(-6DT) N48°05.67′ W105°34.50′

S4 FUEL 100LL, JET A TPA-2786(800) Class III, ARFF Index A

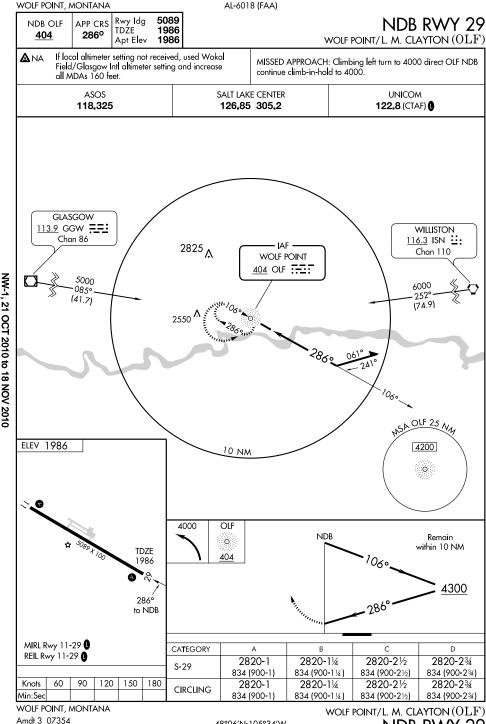
406-650-8305. 24 hr self service credit card fuel facility. Afld sfc

11-29, REIL Rwy 11 and Rwy 29, VASI Rwy 11 and Rwy 29-CTAF.

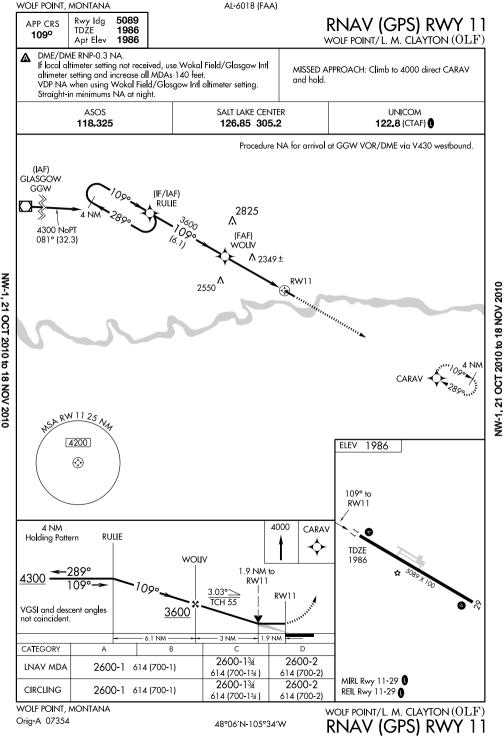
5089 X 100 Golf Course

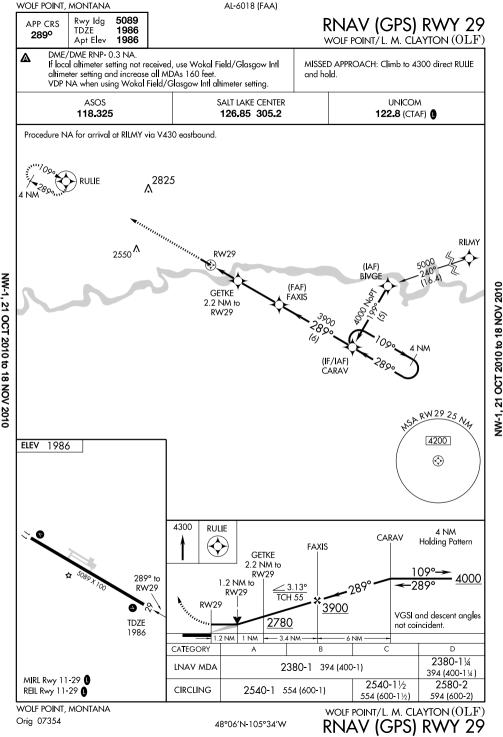
WOLTERMAN MEM (See COLUMBUS)

#### YELLOWSTONE (See WEST YELLOWSTONE)



NDB RWY 29





NAME



21 OCT 2010 to 18 NOV 2010

#### INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

### IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR  ALBANY MUNI VOR/DME or GPS-A  NA except for operators with approved weather reporting service.
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.
ASTORIA, OR ASTORIA RGNLRNAV (GPS) Rwy 26 <sup>12</sup> VOR Rwy 8 <sup>3</sup> <sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR AURORA STATE
BAKER, MT BAKER MUNINDB Rwy 131

ASTORIA, OR
ASTORIA RGNL RNAV (GPS) Rwy 2612 VOR Rwy 83
<sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR
AURORA STATELOC Rwy 17 <sup>1</sup> RNAV (GPS) Rwy 17 <sup>23</sup> RNAV (GPS) Rwy 35 <sup>2</sup>
¹Category D, 800-2¼. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
BAKER, MT BAKER MUNINDB Rwy 131
NDB Rwy 31 <sup>2</sup> ¹Categories A,B, 1100-2; Categories C,D, 1100-3.

2Categories A,B, 1000-2; Category C, 1000-23/4;

BAKER CITY MUNI ...... RNAV (GPS) Rwy 1312

NAME ALTE BELLINGHAM, WA BELLINGHAM INTL NA when local weather no	RNAV (GPS) Rwy 16
BIG PINEY, WY MILEY MEMORIAL FIELD Category D, 800-21/4.	VOR Rwy 31
	NAV (GPS) Rwy 10L <sup>2</sup> NAV (GPS) Rwy 28R <sup>3</sup> -2 <sup>1</sup> / <sub>4</sub> .
BOISE, ID BOISE AIR TERMINAL(GO FIELD)RN	

BOISE AIR TERMINAL(GOWEN
FIELD) LOC BC Rwy 28L
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT	
<b>GALLATIN FIELD</b>	RNAV (GPS)-A1
	VOR Rwy 12 <sup>2</sup>
<sup>1</sup> Categories A, B, 1900-3.	1900-2; Categories C, D,
<sup>2</sup> Categories A. B.	900-2: Category C. 900-23/4:

### BREMERTON, WA

Category D, 900-3.

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available. 1Categories A,B, 1200-2; Categories C,D, 1200-3.



**ALTERNATE MINS** 

<sup>4</sup>NA when control zone not in effect.

<sup>1</sup>NA when local weather not available.

3Categories A,B, 1900-2; Categories C,D,

Category D, 1000-3.

<sup>2</sup>Category D, 900-23/4.

**BAKER CITY, OR** 

1900-3.

VOR-A13

VOR/DME Rwy 1324





ALTERNATE MINIMUMS RNAV (GPS) Rwy 31 <sup>1</sup>
VOR/DMÉ Rwy 31 <sup>2</sup> er not available.
; Category D, 800-2½.
VOR-A
VOR/DME-B er not received.
INT VERNON, WA
NDB Rwy 101
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
er not available. 0-2; Categories C,D,
VOR Rwy 30 0-2; Categories C,D,
ILS Y Rwy 15 <sup>1</sup> LOC/DME Rwy 15 <sup>2</sup> RNAV (GPS) Y Rwy 15 <sup>3</sup>
V (GPS) Z Rwy 15,1200-2
VOR or GPS-B.1400-3
OR/DME or GPS-A.3000-3
1200-4.
0-2; Categories C,D,
0-2; Categories C,D,

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	<del></del>
NAME CHEYENNE, WY	ALTERNATE MINIMUMS
CHEYENNE RGNL/	JERRY OLSON
	ILS or LOC Rwy 27 <sup>1</sup>
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NDB Rwy 271
	RNAV (GPS) Rwy 9 <sup>2</sup>
	RNAV (GPS) Rwy 13 <sup>2</sup>
	RNAV (GPS) Rwy 31 <sup>2</sup>
<sup>1</sup> NA when control to	, , ,
<sup>2</sup> NA when local we	ather not available.
CODY, WY	
,	
YELLOWSTONE	
REGIONAL	RNAV (GPS) Rwy 221
	VOR or GPS-A <sup>2</sup>
0 , ,	21/4; Category D, 200-23/4.
<sup>2</sup> Category D, 900-3	3.
COEUR D'ALENE	, ID
COEUR D'ALENE-F	PAPPY
BOYINGTON FIELD	ILS or LOC/DME Rwy 5

NDB Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

DEER PARK, WA

DEER PARK ....... RNAV (GPS) Rwy 34

NA when local weather not available.

DILLON, MT

DILLON .......VOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ......VOR Rwy 29 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ......RNAV (GPS)-A

Categories A, B, 1100-2.

NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ................................ RNAV (GPS) Rwy 25¹

RNAV (GPS) Rwy 29

VOR-B²

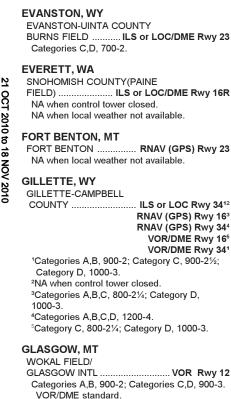
NA when local weather not available. Category D, 800-21/4.

<sup>2</sup>Category A, 1500-2.



21 OCT 2010 to 18 NOV 2010





ALTERNATE MINS

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. <sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4; Category D, 1300-3.

FIELD .....ILS or LOC/DME Rwy 16R1

EPHRATA MUNI ..... RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L<sup>1</sup> RNAV (GPS) Rwy 34R<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup> VOR/DME Rwy 3<sup>1</sup> VOR Rwy 21<sup>1</sup>

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

<sup>1</sup>Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

### HAVRE, MT

HAVRE CITY-COUNTY ......VOR Rwy 26 Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ..... ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 <sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. <sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

### HOQUIAM, WA

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BOWERMAN ..... RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.

#### **IDAHO FALLS, ID**

IDAHO FALLS RGNL ...... ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

<sup>1</sup>ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

<sup>2</sup>Category E, 800-21/2.

<sup>3</sup>NA when local weather not available.

#### JACKSON, WY

JACKSON HOLE .....RNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

<sup>1</sup>Categories A,B, 1200-2; Categories C,D, 1200-3. <sup>2</sup>Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY ...... RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. <sup>1</sup>Categories A, B, 1300-2; Categories C, D,

1300-3.

### JOHN DAY, OR

**GRANT COUNTY RGNL/** OGILVIE FIELD ..... RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

#### KALISPELL, MT

GLACIER PARK INTL .....ILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

<sup>1</sup>ILS, Categories C, D, 700-2. <sup>2</sup>NA when local weather not available.

#### KELSO, WA

SOUTHWEST

WASHINGTON RGNL ..... RNAV (GPS) Rwy 12 Categories A, B, 900-2.

#### KLAMATH FALLS. OR

KLAMATH FALLS .... ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 <sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. <sup>4</sup>Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

### LAKEVIEW, OR

LAKE COUNTY ...... VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



### ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 <sup>2</sup>
	RNAV (RNP) Z Rwy 12 <sup>2</sup>
	RNAV (RNP) Z Rwy 26 <sup>2</sup>
	VOR Rwy 8 <sup>3</sup>
	VOR Rwy 261
¹Category D, 800-21/4	

<sup>2</sup>NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

#### LEWISTOWN. MT

LEWISTOWN MUNI ...... RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

#### LIVINGSTON, MT

MISSION FIELD ...... VOR/DME-B1 VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

#### MC CALL, ID

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MC CALL MUNI ..... RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

#### MC MINNVILE, OR

MC MINNVILLE MUNI ...... ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

#### NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwv 1412

LOC/DME BC-B<sup>23</sup> RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 <sup>1</sup>ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. <sup>2</sup>NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

#### MISSOULA. MT

MISSOULA INTL .....ILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

#### MOSES LAKE, WA

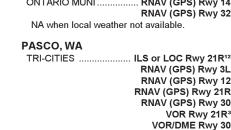
GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R<sup>2</sup> RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L<sup>2</sup> VOR -3 Rwy 14L<sup>2</sup> VOR Rwy 22<sup>2</sup> VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.







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### **ALTERNATE MINS**



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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
NEWCASTLE	WY	PENDLETON, OR	
	LD VOR or GPS Rwy 31	EASTERN OREGON	DONI AT
	operators with approved weather	PENDLETON	ILS or LOC/DME Rwy 25 <sup>1</sup>
reporting ser			RNAV (GPS) Rwy 7
Categories A,	B, 900-2;Categories C,D, 900-3.		RNAV (GPS) Rwy 11
			RNAV (GPS) Rwy 25
NORTH BEND	), OR		RNAV (GPS) Rwy 29
SOUTHWEST			VOR Rwy 7
RGNI	ILS or LOC Rwv 41	NA when local weat	•
	NDB Rwv 4 <sup>2</sup>	<sup>1</sup> ILS. NA when contr	
	RNAV (GPS) Y Rwy 4 <sup>2</sup>	izo, iva wiicii oonii	or tower closed.
	VOR-A <sup>3</sup>	PINEDALE, WY	
		PINEDALE, WI	/FN17
	VOR/DME-B <sup>2</sup>		
	VOR/DME Rwy 44	FIELD	NDB-A <sup>1</sup>
	es A, B, 800-2; Category C, 900-		RNAV (GPS) Rwy 11 <sup>2</sup>
	y D, 1100-3. LOC, Category C,		RNAV (GPS) Rwy 29 <sup>2</sup>
900-21/4; Cate	egory D,1100-3.	NA when local weat	her not available.
<sup>2</sup> Category C, 9	900-2¼; Category D, 1100-3.	<sup>1</sup> Category C, 800-21	4; Category D, 800-2½.
3Categories A	, B, 1200-2; Categories C, D,	<sup>2</sup> Category D, 800-23	<b>½</b> .
1200-3.		3 , .	
4Categories C	. D. 1000-3.	POCATELLO, ID	
	, _ ,	,	ILS or LOC Rwy 211
OAK HARBOR	R. WA	1 GO/ (TELEG ROME)	RNAV (GPS) Rwy 3 <sup>2</sup>
	G RNAV (GPS) Rwv 7		RNAV (GPS) Rwy 21 <sup>2</sup>
	I weather not available.	<sup>1</sup> NA when control zo	
INA WIICH IOCA	i weather not available.	<sup>2</sup> NA when local wea	
OLVMBIA W/		-ina when local wea	ther not available.
OLYMPIA, WA		DODT ANGELES A	A/A
OLYMPIA RGN	ILILS or LOC Rwy 17 <sup>123</sup>	PORT ANGELES, V	WA
	RNAV (GPS) Rwy 17 <sup>2</sup>	WILLIAM R	
	RNAV (GPS) Rwy 35 <sup>2</sup>	FAIRCHILD INTL	ILS or LOC Rwy 8
	VOR-A <sup>24</sup>		RNAV (GPS) Rwy 81
	VOR/DME Rwy 35 <sup>2</sup>		RNAV (GPS) Rwy 26
<sup>1</sup> ILS, Categori	es C, D, 700-2.	NA when local weat	her not available.
<sup>2</sup> NA when loca	al weather not available.	<sup>1</sup> Categories A. B. 10	00-2; Categories C, D,
3NA when con	trol tower closed.	1000-3.	, 3 , ,
<sup>4</sup> Category D, 8			
Catogory D,			
ONTARIO, OF	2		
,	\ \  RNAV (GPS) Rwy 14		
ON LAINIO MOI	RNAV (GPS) RWy 14		
NA whon Issa	I weather not available.		
NA WITEH IOCA	i weather not available.		

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30





3Category D, 800-21/4.

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

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## ALTERNATE MINS



ALIERNAIE MINS	
NAME ALTERNATE MINIMUMS PORTLAND, OR	NAME ALTERNATE MINIMUMS REDMOND, OR
PORTLAND INTL ILS or LOC Rwy 10L¹ ILS or LOC Rwy 10R²	ROBERTS FIELDILS or LOC Rwy 22¹ VOR/DME Rwy 22²
ILS or LOC Rwy 28L <sup>3</sup> ILS or LOC Rwy 28R <sup>4</sup>	<sup>1</sup> ILS,LOC,Category D,800-2½; Category E, 800-2½.
LOC/DME Rwy 21 <sup>5</sup> RNAV (GPS) Rwy 10L <sup>5</sup>	<sup>2</sup> Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.
RNAV (GPS) Rwy 10R <sup>5</sup> RNAV (GPS) Rwy 12 <sup>6</sup>	RENTON, WA
RNAV (GPS) Rwy 28L <sup>5</sup> RNAV (GPS) Rwy 28R <sup>5</sup>	RENTON MUNI NDB Rwy 16¹ RNAV (GPS) Y Rwy 16²
VOR/DME Rwy 21 <sup>5</sup> VOR-A <sup>7</sup>	NA when local weather not available.  ¹Categories A, B, 1000-2; Categories C, D,
VOR Rwy 28R⁵ ¹ILS, Category A, 700-2; Categories B, C,	1000-3. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ;
800-2; Category D, 1000-3. LOC, Category D, 1000-3.	Category D, 900-3.
<sup>2</sup> Categories A, B, C, 900-2; Category D, 1000- 3; Category E, 1200-3.	REXBURG, ID REXBURG-MADISON
<sup>3</sup> ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3; Category E, 1200-3.	COUNTY RNAV (GPS) Rwy 35  NA when local weather not available.
LOC, Category D, 1000-3; Category E, 1200-3.	Category D, 800-2½.
4ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3. LOC, Category D,	RICHLAND, WA RICHLANDNDB Rwy 191
1000-3.	RNAV (GPS) Rwy 191
<sup>5</sup> Category D, 1000-3. <sup>6</sup> NA when local weather not available.	RNAV (GPS) Rwy 26¹ VOR/DME-A²
<sup>7</sup> Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.	VOR Rwy 26¹ ¹Category D, 800-2½.
PORTLAND-HILLSBOROILS or LOC Rwy 121	<sup>2</sup> Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	RIVERTON, WY
NA when local weather not available.  ¹Categories A, B, 1500-2; Categories C, D,	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10
1500-3.	RNAV (GPS) Rwy 28 VOR Rwy 10
PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3;	VOR Rwy 28 NA when local weather not available.
Category D, 1300-3.	ROSEBURG, OR
PULLMAN/MOSCOW, WA PULLMAN/MOSCOW	ROSEBURG RGNL RNAV (GPS)-B NA when local weather not available.
MUNIRNAV (GPS) Rwy 5,800-21/4	Category D, 1400-3.
RAWLINS, WY	
RAWLINS MUNI/ HARVEY FIELD RNAV (GPS) Rwy 22 <sup>1</sup>	SALEM, OR MCNARY FIELDILS or LOC Rwy 31 <sup>12</sup>
VOR/DMÉ Rwy 22 <sup>2</sup> <sup>1</sup> Categories A, B, 900-2; Category C, 900-2½;	LOC/DME Rwy 313 RNAV (GPS) Rwy 3113
Category D, 900-23/4.	<sup>1</sup> NA when local weather not available.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3.

<sup>1</sup>NA when local weather not available. <sup>2</sup>ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

<sup>3</sup>Category D, 800-21/2.



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NAME SALMON, ID	ALTERNATE MINIMUMS	NAME SPOKANE, WA	ALTERNATE	MINIMUMS
LEMHI COUNTY NA when local weath	RNAV (GPS)-D ner not available. 00-2; Category C, 3000-3.	FELTS FIELD	ILS/	DME Rwy 21R <sup>1</sup> RNAV (GPS)-A <sup>2</sup> (GPS) Rwy 3L <sup>2</sup> VOR Rwy 3L <sup>34</sup>
SCAPPOOSE, OR		¹Categories A,E	3, 1000-2;Catego	,
SCAPPOOSE INDUS	· · · · · · · · · · · · · · · · · · ·			ory C, 1000-23/4;
	VOR/DME or GPS-A	Category D, 10		
Category D 1300-3	Category C, 1000-2¾;	1000-3.	B, 1000-2; Categ	
SEATTLE, WA		*NA when local	weather not ava	ilable.
BOEING FIELD-KING	COLINTY	SPOKANE INTL	II S	or LOC Rwy 31
	ILS or LOC Rwv 31L <sup>1</sup>	OI OIVAINE IIVIE		/ (GPS) Rwy 3 <sup>2</sup>
	LOC/DME Rwy 13R <sup>2</sup>		1001	VOR Rwy 3 <sup>3</sup>
	RNAV (GPS) Y Rwy 13R3	<sup>1</sup> ILS, Category I		-
	RNAV (RNP) Z Rwy 13R4			
¹Category A, 800-2;		<sup>3</sup> Category E, 80	10-21/2.	
	½; Category D, 1000-3. Category C, 900-2½;	TACOMA, WA		
Category D, 1000-3		TACOMA NARR	OWS	II S Rwy 171
	Category C, 900-2¾;	171001011111111111111		NDB Rwv 35 <sup>1</sup>
Category D, 1000-3			RNAV	(GPS) Rwy 17 <sup>12</sup>
<sup>4</sup> Categories A, B, C,	D, 800-21/4.			(GPS) Rwy 35 <sup>23</sup>
CHEDIDAN MV			ol tower closed.	
SHERIDAN, WY SHERIDAN		<sup>2</sup> Category D, 80	l0-2⅓. weather not ava	9-1-1-
	ILS or LOC/DME Rwy 32	INA when local	weather not ava	liable.
0001111	RNAV (GPS) Rwv 14	THE DALLES,	OR	
	RNAV (GPS) Rwy 32	COLUMBIA GÉC		
	VOR Rwy 14	THE DALLES M	UNI	RNAV (GPS)-A
NA when local weath Category D, 800-21/4		Categories A,B Category D, 120	, 1100-2; Catego 00-3.	ory C, 1100-3;
SIDNEY, MT		TWIN FALLS, I	D	
	MUNI NDB Rwy 11	JOSLIN FIELD-N		
	NDB Rwy 19 <sup>2</sup>			or LOC Rwy 251
	RNAV (GPS) Rwy 13			NDB Rwy 25

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RNAV (GPS) Rwy 193

**ALTERNATE MINS** 

NA when local weather not available. <sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

3Category D, 800-21/4.

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25 VOR Rwy 7<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.





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### **ALTERNATE MINS**



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ...... ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 <sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available.

### WENATCHEE, WA

4Category D, 800-21/2.

**PANGBORN** 

MEMORIAL ..... ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

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### WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

#### WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16 Categories C,D, 800-21/2.

#### YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD .... ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12

> RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/2; Category D, 800-23/4.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

1100-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.





#### INSTRUMENT APPROACH PROCEDURE CHARTS

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#### IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME AFTON, WY

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

**AFTON MUNI** 

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI DEPARTURE. **Rwy 34**, use AFTON DEPARTURE.

#### ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwy 16, turn right.
Rwy 34, turn left. All aircraft climb direct CVO VOR/
DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

#### ANACONDA, MT

**BOWMAN FIELD** 

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 17, std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. Rwy 22, NA-obstacles. Rwy 35, std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

## NAME TAKE-OFF MINIMUMS BOWMAN FIELD(CON'T)

Rwy17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: Rwy 17, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangars 750' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. Rwy 35, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

#### ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  $\overline{\Psi}$ 

#### ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: Rwy 11, 600-2 or std. with a min. climb of 350' per NM to 700. Rwy 34, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 11, turn right.
Rwy 16, climb direct to WATONLOM. Rwys 29,34, turn
left. All aircraft climb direct to WATONLOM. Aircraft
departing WATONLOM on bearings 150° CW 200° and
bearings 260° CW 340° from WATONLOM continue
climb on course. Aircraft departing WATONLOM on
bearings 340° CW 150° from WATONLOM climb in
holding pattern (S, left turns, 339° inbound) to 4500 then
continue climb on course. Aircraft departing WATON
LOM on bearings 200° CW 260° from WATONLOM
climb in holding pattern (S, left turns, 339° inbound) to
1500 then continue climb on course.

#### ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwys 8,31, turn left. Rwy13, climb runway heading to 800 then climbing right turn. Rwy26, turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

#### AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

#### AURORA, OR

21 OCT 2010 to 18 NOV 2010

**AURORA STATE** 

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwy17, multiple trees 31 'from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/29' MSL. Rwy 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

#### BAKER, MT

BAKER MUNI

NOTE: Rwy 13, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

#### BAKER CITY, OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: Rwy 8, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 250K). Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). Rwy 17, NA. Rwy 31, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Rwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000' per min. at 250K). DEPARTURE PROCEDURE: Rwy 8.13. turn left.

DEPARTURE PROCEDURE: Rwys 8,13, turn left. Rwys 26,31,35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

#### BELLINGHAM, WA

**BELLINGHAM INTL** 

DEPARTURE PROCEDURE: Rwy 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: Rwy 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

#### BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)
DEPARTURE PROCEDURE: Use BEND
DEPARTURE.

#### **BIG PINEY, WY**

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.
DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via
BPI R-124. Rwy 31, climb to 10800 via BPI R-320
thence all aircraft climb on course.

10266

# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### **BILLINGS, MT**

**BILLINGS LOGAN INTL (BIL)** 

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy10R**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy10L**, Climb heading 098° to 4600 before turning right.

NOTE: Rwy10L, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. Rwy25, airport security fence, abeam departure end of runway, 500' left

grount beginning 21 into meparature en dorf uniway, 450 right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

#### BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

#### BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI) AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

### BONNERS FERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20**, use KARPS
(RNAV) DEPARTURE.

#### **BOZEMAN,MT**

21 OCT 2010 to 18 NOV 2010

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwys 12, 30, use BOZEMAN DEPARTURE.

#### BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19**, Climb to 6000 direct CAN NDB, thence...

... Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: Rwy 1, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

#### **BUFFALO,WY**

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13,31,2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: Rwy 31,400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: Rwy 13, turn left. Rwy 31, climb straight ahead. All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: Rwy 13, climb straight ahead. Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

#### BURLEY, ID

BURLEY MUNI (BYI) AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 6, climbing left turn direct BYI VOR/ DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 20, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: Rwy 2, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL, Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/ 4161'MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/ 4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/ 4283' MSL. Rwy 6, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **V** 

### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

#### BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL, Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL, Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL Antenna 1630' from DER, 112' left of centerline, 58 AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

#### **BURLINGTON/MOUNT VERNON, WA**

SKAGIT RGNL (BVS)

21 OCT 2010 to 18 NOV 2010

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 340' per NM to 3600. Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwys 4,10,22, turn right heading 280°. Rwy 28, climb runway heading. All aircraft climb to 2500 then turn right direct BVS NDB

to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL

#### BURNS, OR

**BURNS MUNI** 

DEPARTURE PROCEDURE: Rwy 3, climbing right turn, thence... Rwy 12, climb to 4600 via heading 117°, thence... Rwys 21, 30, climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000. NOTE: Rwy 21, pole 820' from departure end of runway,

357' left of centerline, 20' AGL/4169' MSL.

#### BUTTE, MT

#### **BERT MOONEY**

TAKE-OFF MINIMUMS: Rwy 11, NA-obstacles. Rwy 15, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. Rwy 29, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. Rwy 33, std. w/min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 15, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...Rwy 29, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... Rwy 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621'MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

#### CALDWELL, ID

#### CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439'MSL.

#### CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR) AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwys 3,8,12, turn left. All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

10266

# $\overline{f v}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### CHEHALIS, WA

#### CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

#### CHEYENNE, WY

#### CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: Rwy 13, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. Rwy 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6216' MSL. Seginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

#### CODY, WY

21 OCT 2010 to 18 NOV 2010

#### YELLOWSTONE RGNL (COD) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. Rwy 22, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 4, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. Rwy 22, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: Rwy 4, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. Rwy 22, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

#### COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

#### COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV)
DEPARTURE. Rwy 24, use CONUK (RNAV)
DEPARTURE.

#### CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

#### CORVALLIS, OR

#### **CORVALLIS MUNI**

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, std. with a minclimb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 9, 17, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: Rwy 9, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

#### COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwys 9, 27, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10200

# $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

#### DEER PARK. WA

DEER PARK (DEW) AMDT 1 10098 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, 300-11/2 or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: Rwy 4, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. Rwy 16, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. Rwy 22, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. Rwy 34, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: Rwy 4, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/ 2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/ 2319' MSL. Rwy 16, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. Rwy 22, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. Rwy 34, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/ 2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

#### DILLON, MT

TAKE-OFF MINIMUMS: Rwvs 3.21. NA. DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

#### DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 300-2 or std. with a min. climb of 250' per NM to 5200. Rwy 23, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000

NOTE: Rwy 5, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132'MSL. Rwy 23, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

#### DRIGGS.ID

DRIGGS-REED MEMORIAL (DIJ) AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

#### EASTSOUND.WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, NA-Terrain, Rwv 34. 500-3 or std. w/min. climb of 224' per NM to 600 DEPARTURE PROCEDURE: Rwy 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: Rwy 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

#### ELLENSBURG. WA

**BOWERS FIELD** 

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or std. with a min. climb of 340' per NM to 7800. Rwy 29, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 7, 29, climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

#### EPHRATA. WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

#### EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: Rwys16L, 16R, climb heading 163° to 1000 then climbing right turn...Rwvs 34L, 34R, climb heading 343° to 1000 then climbing left

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16L, multiple power poles beginning 1036 from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/ 404' MSL. Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

10266



NW-1

# 10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### **EVANSTON, WY**

**EVANSTON-UINTA COUNTY BURNS FIELD** 

DEPARTURE PROCEDURE: Rwy 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

#### EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: Rwys 11, 16L/R, climbing right turn, thence...Rwys 29, 34L/R, climbing left turn,

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682'MSL.

#### FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . . . . . ORIG, 08017 DEPARTURE PROCEDURES: Rwv 5. climb on track

048° to intercept SKA R-045 to 5300, then on course. Rwy 23, climb on track 241° to 3400, then

TAKE-OFF OBSTACLES: Rwy 23, Terrain 2468 MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

#### FORT BENTON, MT

**FORT BENTON** 

TAKE-OFF MINIMUMS: Rwys 5, 23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

#### FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

#### FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34, 500-1. DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwy 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

#### GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: Rwy 16, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. Rwy 21, climb via heading 206° to 5200, before proceeding on course.

NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

#### GOODING, ID

GOODING MUNI (GNG) ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwy7, climb heading 068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right.

NOTE: Rwy 7, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

10266

10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### **GRANGEVILLE, ID**

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

> TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwy 25, Use MELLR DEPARTURE.

#### **GRANTS PASS. OR**

**GRANTS PASS** 

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

#### **GRAY AAF (KGRF)**

FORT LEWIS. WA. .... AMDT 2, 10098

Rwv 15. Standard

Rwy 33, 300-1\*

\* Or standard with minimum climb of 430/NM to 600. DEPARTURE PROCEDURE: Rwy 15, Climb heading 147° to 700 then climbing left turn direct GRF NDB. Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: Rwy 15, Tree 100' AGL/439' MSL, 1848' from DER, 430' right of centerline. Rwy 33, Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of

#### **GREAT FALLS, MT**

21 OCT 2010 to 18 NOV 2010

**GREAT FALLS INTL** 

NOTE: Rwy 7, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL, Rwy 21, pole 1544' from departure end of runway. 791'left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

#### GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY) ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1 or std. w/min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: All runways, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

#### **GUERNSEY.WY**

CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 320' per NM to 4700. Rwy 32, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: Rwy 14, climb to 5600 via heading 150°. Rwy 32, climb to 5800 via heading 070°. All aircraft continue on course.

#### HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwy 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

#### HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

#### HAVRE,MT

HAVRE CITY-COUNTY (HVR) AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

# 10266

#### HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions; cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, building 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

#### HERMISTON, OR

21 OCT 2010 to 18 NOV 2010

HERMISTON MUNI

NOTE: Rwy 4, tower 379' left of departure end of runway, 50' AGL/698' MSL. Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

#### HOQUIAM. WA

**BOWERMAN** 

TAKE-OFF MINIMUMS: Rwy 6, 600-2 or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

#### **HULETT. WY**

**HULETT MUNI (W43)** 

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 450' per NM to 6300, or 500-21/4 w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding

NOTE: Rwy 13, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwy 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207'MSL.

#### IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: All aircraft departing IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

#### JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

#### JEROME.ID

JEROME COUNTY (JER) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9,500-134 or std. w/min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 9, climb heading 086° to 5300 before proceeding on course. Rwy 27, climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9. bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

#### JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, NA, Terrain. DEPARTURE PROCEDURE: Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwy 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL, Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

#### KALISPELL, MT

21 OCT 2010 to 18 NOV 2010

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

#### KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS) AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, NA, terrain. Rwy 30, std. with a min. climb of 370' per NM to 1900 or 1900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:. Rwy 30, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: Rwy 30, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

#### KEMMERER, WY

KEMMERER MUNI (EMM) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,10,22,28, NA - Rwy

DEPARTURE PROCEDURE: Rwy 16, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. Rwy 34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

#### KLAMATH FALLS. OR KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Terrain. Rwy 14, std. w/min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 25, std. w/min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 32, std. w/min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 25, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 32, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: Rwy 14, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191'

10266

#### LA GRANDE, OR

#### LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 12, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. Rwv 30. Cat A/B 2900-3 or std, with a min, climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. Rwy 34, 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence; Rwys 30,34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

#### LAKEVIEW, OR

#### LAKE COUNTY

TAKE-OFF MINIMUMS: Rwy 16, 3700-5 or std. with a min. climb of 320' per NM to 8800. Rwy 34, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

#### LARAMIE, WY

#### LARAMIE RGNL

DEPARTURE PROCEDURE: Rwy 3, turn left. Rwys 12,21, turn right. All aircraft climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

### LAUREL, MT

21 OCT 2010 to 18 NOV 2010

#### LAUREL MUNI

TAKE-OFF MINIMUMS: Rwys 9, 14, 27, 32, NA. DEPARTURE PROCEDURE: Rwy 22, turn left. All aircraft climb direct BIL VORTAC.

#### LEWISTON.ID

LEWISTON-NEZ PERCE COUNTY (LWS) AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: Rwys 8,12,26,30, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

#### LEWISTOWN,MT

#### LEWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwy 7,12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2,30 turn left. Rwvs 7.12.20, turn right, Rwv 25, climb runwav

heading. All aircraft climb direct LWT VORTAC Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

#### LEXINGTON, OR

#### I FXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-21/2 for climb in visual conditions. Rwy 8, std. with min. climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 8, 26, for climb in visual conditions: cross Lexington Airport at or above

NOTES: Rwy 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

#### LIBBY, MT

#### LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwv 15. use EYESE RNAV DEPARTURE.

#### LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enivironmental

DEPARTURE PROCEDURE: Rwys 4, 22, use LIVINGSTON DEPARTURE.

#### MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 16, 22, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwys 4, 34, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... Rwy 16, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence.... or for climb in visual conditions; cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence...Rwy 22, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ..., or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence ...

...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: Rwy 4, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL, Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. Rwy 16, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. Rwy 34, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

#### MC CALL, ID

MC CALL MUNI (MYL) AMDT 2 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, NA-Obstacles DEPARTURE PROCEDURE: Rwy 16, use MCCALL DEPARTURE.

#### MC CHORD FIELD (KTCM)

#### DEPARTURE PROCEDURE: Rwy 16, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: Rwy 16, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120 AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758 from DER, 971' left of centerline. Rwy 34, Tree 106 AGL/348' MSL, 2307' from DER, 1038' left of centerline Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

#### MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-114 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. Rwy 17, std. w/min. climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 4. climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. Rwy 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME,

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4. multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. Rwy 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. Rwy 22, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwy 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

#### MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwys 10, 28, NA-Obstacles. Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions, Rwv 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intlairport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

#### MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles. DEPARTURE PROCEDURE: Rwvs 11.29. use GRZLY DEPARTURE.

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#### MOSES LAKE, WA

**GRANT COUNTY INTL** 

NOTE: Rwy 14R, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195'MSL. Rwy 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

#### MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID . . . . . . . . 07270 Rwy 12, 30, 6700-3\*

\* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline, Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

#### MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min. climb of 305' per NM to 7300. Rwy 28, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: Rwy 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

#### NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on

NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

#### **NEWCASTLE.WY**

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,17,23,35, NA. Rwy 13, 200-1 or std. with a min. climb of 275' per NM to 4400. Rwy 31, 300-1 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 31, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course. NOTE: Rwy 13, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwy 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787'from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30'AGL/4202' MSL. Road 207' from DER, 254'right of centerline, 15' AGL/4187'MSL.

#### **NEWPORT,OR**

**NEWPORT MUNI** 

TAKE-OFF MINIMUMS: Rwy 2, NA. Rwy 16, 500-2 or std, with a min, climb of 310' per NM to 800.

DEPARTURE PROCEDURE: Rwv 2, NA. Rwv 16, turn right. Rwy 34, turn left. Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

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#### NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min, climb of 300' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 13,400-21/2 with a min. climb of 250' per NM to 2500 or 1600-21/2 for climb in visual conditions. Rwy 31, 300-134 or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnlairport at or above 1500 before proceeding on course. Rwy 13, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. Rwy 22, climb heading 223° to 700 before proceeding on course. Rwy 31, climb heading 312° to 800 before proceeding on course.

NOTE: Rwy 4, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/ 268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL, Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL Rwy 22, ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108'

#### OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy7, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

#### OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence.. or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... Rwy s 26,35, climbing right turn direct OLM VORTAC, thence...

... continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwy 8, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. Rwy 17, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. Rwy 26, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. Rwy 35, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

#### OMAK, WA

**OMAK** 

TAKE-OFF MINIMUMS: Rwy 17, 2200-2 or std. with a min. climb of 300' per NM to 4200. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use GETNG RNAV DEPARTURE. Rwy 35, NA.

AGL/188'MSL.

## ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. Rwy 32, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431'

### PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

#### PENDLETON.OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: Rwys 7, 29, 34, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC,

Rwy 25, climb direct PDT VORTAC, thence... ...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. Rwv 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

#### PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climbing right turn to 10000 via heading 190° and BPIR-040 to BPI VOR/DME before proceeding on course. Rwy 29, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

#### PLENTYWOOD, MT

SHER-WOOD

NOTE: Rwy 12, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. Rwy 30, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

#### POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

#### POLSON, MT

POLSON

TAKE-OFF MINIMUMS: Rwv 18. N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: Rwv 36, Use ANGIL RNAV DEPARTURE

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

#### POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: Rwy 9, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

### PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

#### WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE.

# $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

### PORTLAND, OR

PORTLAND INTL (PDX) AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 3,500-3 or std. w/ min. climb of 355' per NM to 700. Rwy 10L, std. w/min. climb of 280' per NM to 2900. Rwy 10R, std. w/min. climb of 265' per NM to 2900. Rwy 21, std. w/min. climb of 290'

DEPARTURE PROCEDURE: Rwy 3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwys 10L,10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... Rwys 28L,28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course. NOTE: Rwy 3, trees, towers, vehicles on road, sign,

beginning 1'from DER, on centerline, up to 173'AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. Rwy 10L, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100'

AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwv 28L, trees 1873' from DER, 837' left of centerline.

up to 75' AGL/95' MSL. Rwy 28R, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

#### PORTLAND-HILLSBORO (HIO) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct UBG VOR/DME... Rwy 20, climbing left turn direct UBG VOR/DME... Rwys 2, 30, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 2, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. Rwy 20, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

#### PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: Rwy 7, 3600-2 or std. with a min. climb of 380' per NM to 4100. Rwy 25, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 7, turn left. Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others

#### POWELL, WY

POWELL MUNI (POY) AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.16.21.34. NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: Rwy 13, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL, Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. Rwy 31, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

#### PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. Rwy 15, std. w/min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28, std. w/min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. Rwy 33, std. w/min. climb of 380' per NM to 6700, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: Rwy 10, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwy 15, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwy 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

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#### PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwy 23, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwy 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to

#### PUYALLUP, WA

52'AGL/2769'MSL.

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 34, 300-1.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn. Rwy 34, climb runway heading. All aircraft climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: Rwy 16, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 15' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Ruy 34, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 555' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

#### RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwy 4, 600-2 or std. with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwys 10, 28, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

#### REDMOND, OR

ROBERTS FIELD (RDM) AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/min. climb of 269' per NM to 4700. **Rwy 28**, std. w/min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1'from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

#### RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**,500-2¾ or std. with a min. climb of 315' per NM to 700.

NOTES: Rwy 16, trees, towers, lights and blast shield beginning 185' from DER, 4'left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwy 34, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

#### REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: Rwy17,100'AGL trees 125' from departure end of runway, 350' left of centerline. Rwy35, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

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#### RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 8, std. w/min. climb of 310' per NM to 5000. Rwy 19, std. w/min. climb of 480' per NM to 5000. Rwy 26, std. w/min. climb of 350' per NM to 5000

DEPARTURE PROCEDURE: Rwys 1,8, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 26, climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: Rwy 1, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. Rwy 8, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. Rwy 19, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. Rwy 26, antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

#### RIVERTON, WY

21 OCT 2010 to 18 NOV 2010

RIVERTON RGNL (RIW) AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: Rwys 1, 10, 19, 28, climbing right turn direct RIW VOR/DME. All Aircraft climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: Rwy 1, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. Rwy 10 , sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. Rwy 19, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. Rwy 28, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

#### ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS) AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 21, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 27, climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: Rwy 3, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

#### RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. Rwy 34, std. w/min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: Rwy 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwy 34, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. Rwy 34, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 16, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG

NOTE: Rwy 16, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. Rwy 34, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179 MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826 left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615 MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL, Pole 640' from departure end of runway, 354' left of runway

#### SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: Rwy 13, 600-2 or std. with a min. climb of 240' per NM to 800. Rwy 16, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; Rwys 31, 34, turn right. Rwy 16, turn left. Rwy 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310) inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

#### SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std. with a min. climb of 390' per NM to 8000 DEPARTURE PROCEDURE: Rwy 17, NA. Rwy 35, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course

#### SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwy 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

#### SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwy 5, turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

#### SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline. Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130 MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

#### SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

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centerline, 29' AGL/557' MSL.

# 10266

#### SEATTLE, WA

#### BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwy 13L, 500-3 w/min. climb of 232' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 13R, std. w/a min. climb of 476' per NM to 900, or 500-3 w/a min. climb of 386' per NM to 900, or 1000-21/2 for climb in visual conditions, Rwv 31L. std. w/a min. climb of 386' per NM to 800, or 300-11/2 w/ min. climb of 235' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 31R, std. w/a min. climb of 334' per NM to 900, or 400-13/4 w/min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 13L/R, climbing right turn. Rwys 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: Rwy 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL

Rwy13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwy 31L, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. Rwy31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101'MSL.

#### SEATTLE-TACOMA INTL (SEA) AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys16L,16C,16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwvs 34L. 34C. 34R. climb to 1000 via heading 343°. then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

#### SHELBY, MT

#### **SHELBY**

TAKE-OFF MINIMUMS: Rwy 5, 200-11/4 or std. w/min. climb of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy 5, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/ 3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/ 3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

#### SHELTON, WA

#### SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwy 5, std. w/ a min. climb of 312' per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23, std. w/a min. climb of 414' per NM to 4000, or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600. thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. Rwy 23, multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



10266

#### SHERIDAN, WY

#### SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 700-3 or std. w/min. climb of 318' per NM to 5100, or. . . Rwy 14, 800-3 or std. w/min. climb of 263' per NM to 5100, or. . . Rwy 23, 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . ...1400/3 for climb in visual conditions. Climb in visual

conditions NA at night. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 32, climb via heading

320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: Rwy 5, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201'from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020'

#### SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI (SDY) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 400-21/2 or std. with a min. climb of 315' per NM to 2500.

NOTE: Rwy 1, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. Rwy 19, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298 right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. Rwy 29, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

#### SNOHOMISH. WA

HARVEY FIELD (\$43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 15R. 33L, NA-obstacles. Rwy 15L, std. w/min. climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions. Rwy 33R, std. w/ min. climb of 475' per NM to 800, or 1200-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: Rwy 15L, tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline, 40' AGL/ 56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.





#### SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 3L, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. Rwy 3R, std. w/min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. Rwy 21L, std. w/min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. Rwy 21R, std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 3L, 3R, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. Rwys 21L, 21R, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: Rwy 3L, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339 MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. Rwy 21L, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. Rwy 21R, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

#### SPOKANE INTL (GEG) AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climbing left turn heading 190° and GEG R-010 to GEG VORTAC Thence...Rwy7, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... Rwy 21, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...Rwy 25, climbing left turn heading 176° and GEG R-356 to GEG VORTAC.

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: Rwy 3, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374'MSL.

#### STEVENSVILLE, MT

#### STEVENSVILLE

TAKE-OFF MINIMUMS: Rwy 12, do not exceed 210 knots until established on MSO R-163. Rwy 30, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on

#### SUNRIVER, OR

#### SUNRIVER

TAKE-OFF MINIMUMS: Rwy 18, 300-1 or std. with a min. climb of 360' per NM to 4400. Rwy 36, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. Rwy 36, climb direct to DSD VORTAC. Then all aircraft climb on course.

#### TACOMA, WA

#### TACOMA NARROWS

TAKE-OFF MINIMUMS: Rwy 35, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

#### THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200. Rwy 12, 1400-3 or std. with a min. climb of 500' per NM to 2000. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

#### TILLAMOOK, OR

#### TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31, use FETUJ RNAV DEPARTURE.

10266





#### TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: Rwy 2, terrain 30' from DER, 277' left of centerline, 4197' MSL. Rwy 10, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. Rwy 28, terrain 133' from DER, 386' right of centerline, 4213' MSL.

#### TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: Rwv 12. NA. DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

#### VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 358' per NM to 600, or 500-3 w/min. climb of 201' per NM to 600, or 900-21/2 for climb in visual conditions. Rwy 26, 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence...or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence.

.Rwy 26, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC.thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL, Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

#### WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7,20,25,34, turn left. Rwy 16, turn right. All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: Rwy 16, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

#### WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb heading 121° to 3900 before proceeding on course. Rwy 30, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course. NOTE: Rwy 12, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. Rwy 30, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

#### WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: Rwy7, NA. Rwy12, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwvs 25, 30, CAT A.B 1600-2 or std, with a min, climb of 360' per NM to 3100. CAT C, D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-2007400; R-201 CW R-009, 8200.

#### WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwy 19, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: Rwv 1. ½ mile.

DEPARTURE PROCEDURE: Rwv 1. turn right. All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500



#### WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/ DME R-140 to JEZZY Int, thence...Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: Rwy8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/ lights, roads w/vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

### WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) . . . . . . . . . . . 10210

Diverse departures not authorized. MILITARY DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000. intercept the NUW 11 DME ARC to join assigned

CIVIL DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKE-OFF OBSTACLES: Rwy 7: Trees, 204' MSL 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline: Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1,17 NM left of centerline: Trees, 480' MSL, 1,99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. Rwy 14: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM

from DER, 1844' left of centerline.

#### WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. 16, 300-2 or std. with a min. climb of 230' per NM to

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

#### YAKIMA. WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD TAKE-OFF MINIMUMS: Rwv 4. NA. Rwv 9. 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200. DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

10266

104 OREGON

AGGET N44°40.56′ W124°03.92′. NOTAM FILE ONP.

NDB (LOM) 350 ON 158° 5.8 NM to Newport Muni, Unusable 360°-150°.

ALBANY MIINI (S12) 3 E UTC-8(-7DT) N44°38.27′ W123°03.57′ S4 FUEL 100LL OX 3 NOTAM FILE MMV

RWY 16-34: H3004X75 (ASPH) S-30, D-43, 2D-71

RWY 16: VASI(V4L)-GA 4.0° TCH 29', Road.

RWY 34: REIL, VASI(V2L)-GA 4.0° TCH 25', Tree.

AIRPORT REMARKS: Attended 1600-0100Z‡. Two marked by reflectors.

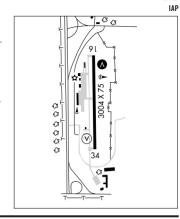
ACTIVATE VASI Rwv 16-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) CASCADE APP/DEP CON 127.5 (1400-0730Z±)

SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CVO. CORVALLIS (H) VORW/DME 115.4 CVO Chan 101 N44°29.98'

W123°17.62′ 032° 13 NM to fld. 241/18E.



SEATTLE

SFATTLE

SEATTLE

I\_1R

ALKALI LAKE STATE (RØ3) 8 N UTC-8(-7DT) N43°05.24' W119°58.56'

KLAMATH FALLS 4312 TPA-5312(1000) NOTAM FILE MMV

RWY 18-36: 6100X150 (GRVL) AIRPORT REMARKS: Unattended, Livestock frequently on rwy, Windsock midfield west side.

**COMMUNICATIONS: CTAF 122.9** 

ARLINGTON MUNI (1S8) 1 NE UTC-8(-7DT) N45°42.99' W120°10.07'

890 NOTAM FILE MMV RWY 06-24: 5000X50 (DIRT)

RWY 24: Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 06-24 loose gravel on surface, center portion gryl, surface rough due to bunch grass growth.

COMMUNICATIONS: CTAF 122.9

ASHLAND MUNI-SUMNER PARKER FLD (SØ3) 2 E UTC-8(-7DT)

N42°11.42′ W122°39.64′

1885 B S4 FUEL 100LL, JET A OX 2 TPA-2900(1015) NOTAM FILE MMV

RWY 12-30: H3603X75 (ASPH) S-15 MIRL

RWY 12: VASI(V2L)-GA 3.75° TCH 37'. Trees.

RWY 30: REIL. VASI(V2L)-GA 4.0° TCH 22'. Thid dspicd 190'. Trees.

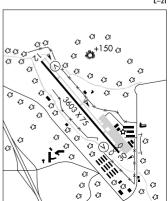
AIRPORT REMARKS: Attended Oct-Apr Mon-Sat 1600-0100Z±, May-Sep Mon-Sat 1600-0200Z‡, Sun 1700-0100Z‡. 24 hr credit card

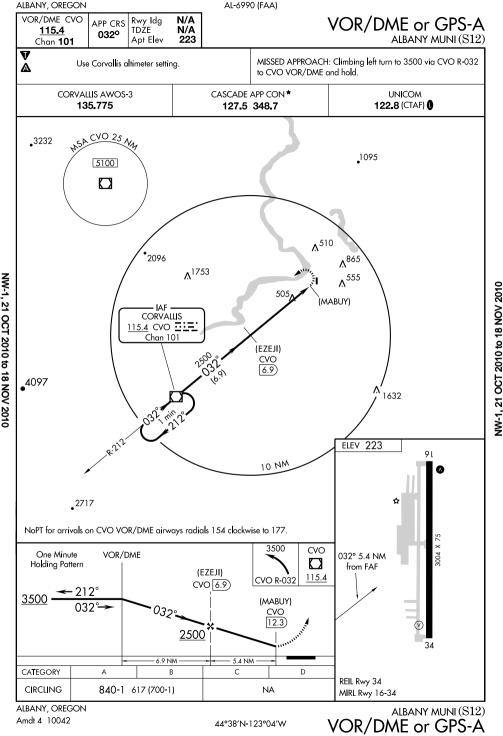
fuel. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 12-30, and REIL Rwy 30-CTAF. VASI Rwy 12 and Rwy 30 opr 24 hrs. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77' W122°54.78′ 128° 20.7 NM to fld. 2083/19E. 2AWIH

KLAMATH FALLS L-21





ASTORIA RGNL (AST) 3 SW UTC-8(-7DT) N46°09.48' W123°52.72' FUEL 100LL, JET A Class IV, ARFF Index A 15 В S3 NOTAM FILE AST

RWY 08-26: H5796X100 (ASPH) S-60, D-76, 2S-97, 2D-119

RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 51', Thid dspicd 301', Tree.

N46°09.70′ W123°52.82′

RWY 26: MALSR. Thid dsplcd 704'. Dike. RWY 13-31: H4996X100 (ASPH) S-60, D-76, 2S-97, 2D-119 MIRL

RWY 13: REIL. VASI(V4L)-GA 3.0°TCH 54'. Berm.

RWY 31: PAPI(P4L)-GA 4.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-5796

TODA-5796 ASDA-5196 LDA-4896 RWY 13: TORA-4467 TODA-4467 ASDA-4467 LDA-4467 RWY 26: TORA-5796 TODA-6096 ASDA-5496 LDA-4782

RWY 31-TORA-4467 TODA-4467 ASDA-4467 IDA-4467

AIRPORT REMARKS: Attended 1600-0100Z±. For fuel outside normal working hours ctc fixed-base operator 503-861-1222. Migratory

flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area, ACTIVATE MIRL Rwv 08-26 and Rwv

13-31, MALSR Rwy 26 and REIL Rwy 08-CTAF. WEATHER DATA SOURCES: ASOS 135.375 (503) 861-1371. HIWAS 114.0 ΔST

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (Mc MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

(L) VORW/DME 114.0 AST Chan 87

VOR portion unusable:

019°-030° beyond 35 NM below 5500' 030°-045° beyond 30 NM below 5500'

045°-055° beyond 30 NM below 7500' 080°-100° beyond 34 NM below 6000'

120°-150° beyond 33 NM below 7000' 150°-170° beyond 36 NM below 7000' 170°-200° beyond 15 NM below 8000'

DME unusable: 075°-088° beyond 35 NM below 7,000'

330°-360° beyond 28 NM below 6,300' KARPEN NDB (MHW) 201 PEN N46°08.37' W123°35.24'

ILS 109.5 I-AST Rwy 26. Class IE.

**AURORA STATE** (UAO) 1 NW UTC-8(-7DT)

TPA-1200(1000)

N45°14.83′ W122°46.20′ S4 FUEL 100LL. JET A OX 1

RWY 17-35: H5004X100 (ASPH-GRVD) S-30, D-45

RWY 17: ODALS, VASI(V4R)-GA 3.5° TCH 40', Trees.

RWY 35: VASI(V4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1500-0500Z‡. Rwy 17 +30' p-line 2100'

from thid, marked by balls. Parallel twy 35' wide and has medium ints twy lgts, Rwy 17-35 has 150' blast pad at south end, Rwy 35

calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight-in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17-35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17-CTAF.

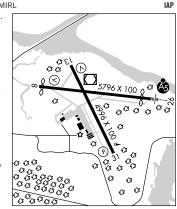
WEATHER DATA SOURCES: ASOS 118.525 (503) 678-3011. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) PORTLAND APP/DEP CON 126.0 RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 105° 10.9 NM to fld. 1440/21E. HIWAS.

ILS/DME 111.15 I-UAO Chan 48(Y) Rwy 17. Class IA.

Loc only. DME unusable byd 15.2 NM blo 2500'.



HIWAS.

180°-210° beyond 10 NM below 3300'

200°-210° beyond 20 NM below 8.000'

210°-240° beyond 30 NM below 6,000' 240°-320° beyond 12 NM below 2,000'

240°-320° beyond 25 NM below 5.000' 320°-330° beyond 30 NM below 5.500'

330°-360° beyond 20 NM below 5.500'

255° 12.2 NM to fld. NDB unmonitored.

180°-240° beyond 5 NM below 2000'

at fld. 10/19E.

SEATTLE H-1B. L-1B IAP

SFATTLE

H-1B, L-1C

Orchard €3 (AST1.AST) 07298 ASTORIA ONE DEPARTURE (OBSTACLE) SL-24 (FAA)

ASTORIA RGNL (AST) ASTORIA, OREGON

SEATTLE CENTER 124.2 317.6 McMINNVILLE RADIO

500 **ASTORIA** 114.0 AST :--Chan 87 N46°0<u>9.70′ W123°52.82</u> 800

NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rwys 26,31, Standard.

NOTE: Chart not to scale.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF RUNWAYS 8,31: Turn left. Thence....

TAKE-OFF RUNWAY 26: Turn right. Thence....

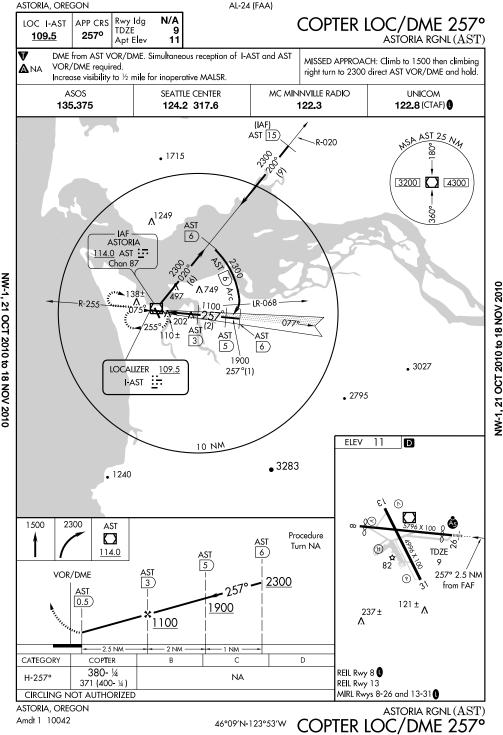
TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

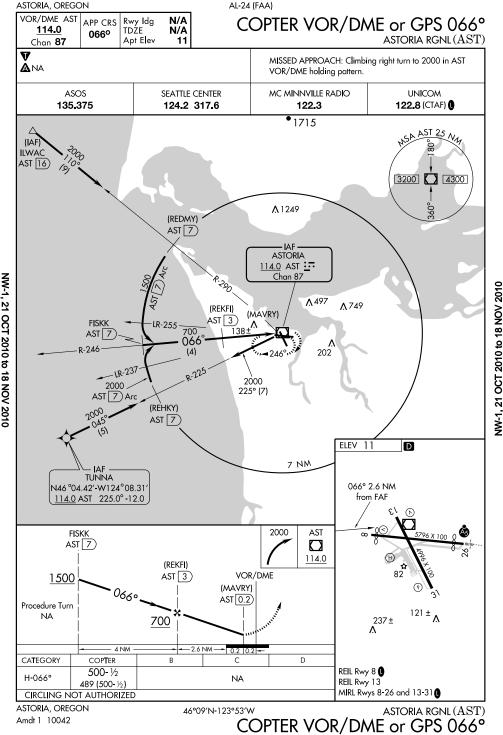
DEPARTURE ROUTE DESCRIPTION

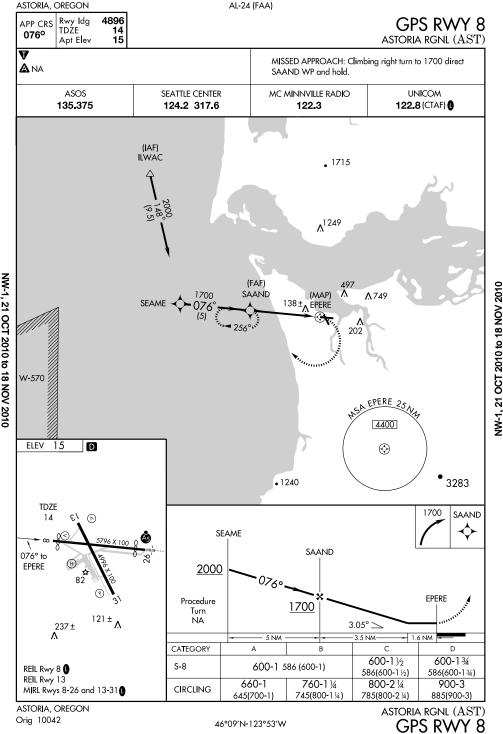
.... Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

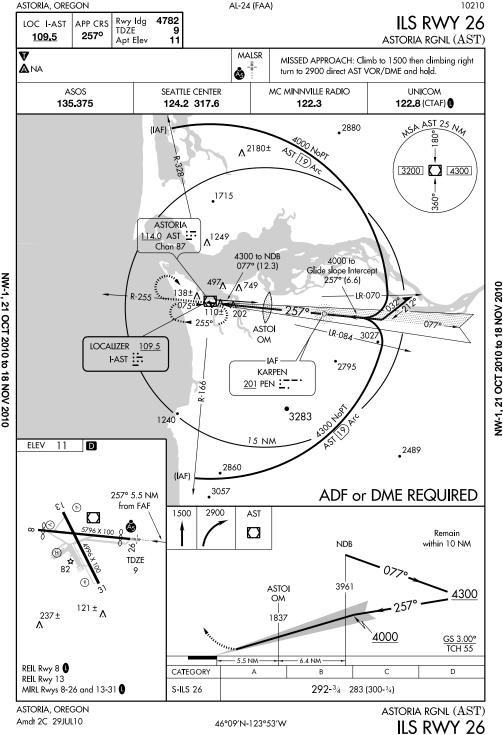
ASTORIA ONE DEPARTURE (OBSTACLE) (AST1.AST) 07298

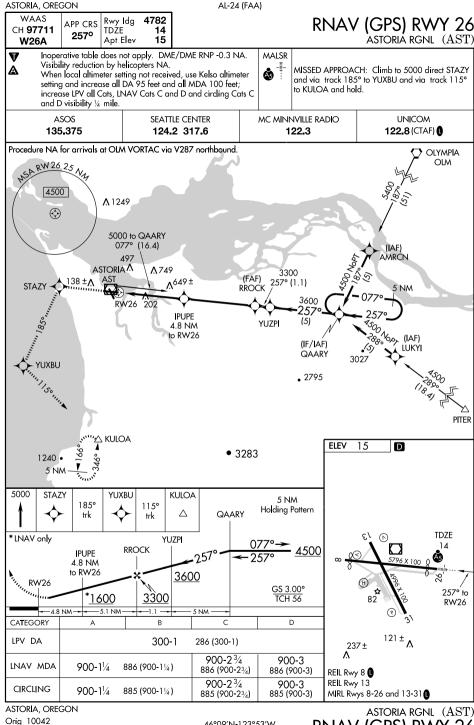
ASTORIA, OREGON ASTORIA RGNL (AST)











NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

ASTORIA, OREGON AL-24 (FAA) VOR/DME AST 4896 Rwy Idg VOR RWY 8 APP CRS 114.0 TDŹE 14 066° 15 ASTORIA RGNL (AST) Apt Elev Chan 87 V MISSED APPROACH: Climb to 1000 then climbing left turn to Δ 3000 in AST VOR/DME holding pattern. **ASOS** SEATTLE CENTER MC MINNVILLE RADIO UNICOM 135,375 124.2 317.6 122.3 122.8 (CTAF) ( 1715 ^<sup>1249</sup> AF **ASTORIA** 114.0 AST :--Chan 87 NW-1, 21 OCT 2010 to 18 NOV 2010 A497 A749 138±∧ 066 **∧** 202 R-246 **∧** 249± . 2795 NSA AST 25 Ny စ္ထိ **ELEV** 15 D 3300 4400 3283 . 1240 066° to VOR/DME **(b)** 1000 3000 AST VOR/DME Remain within 10 NM TDZE 8 114.0 14 (H) 1800 <sup>121 ±</sup> ∧ 237± ۸ CATEGORY С D Α В 660-134 660-2 S-8 660-1 646 (700-1) REIL Rwy 8 646 (700-134) 646 (700-2) REIL Rwy 13 660-1 760-11/4 800-2 1/4 900-3 **CIRCLING** MIRL Rwys 8-26 and 13-31 1 645 (700-1) 745 (800-1 1/4) 785 (800-21/4) 885 (900-3) ASTORIA, OREGON ASTORIA RGNL (AST)

Amdt 12 10042

VOR RWY 8

ASTORIA RGNL (AST) 3 SW UTC-8(-7DT) N46°09.48' W123°52.72' FUEL 100LL, JET A Class IV, ARFF Index A 15 В S3 NOTAM FILE AST

RWY 08-26: H5796X100 (ASPH) S-60, D-76, 2S-97, 2D-119

RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 51', Thid dspicd 301', Tree.

N46°09.70′ W123°52.82′

RWY 26: MALSR. Thid dsplcd 704'. Dike. RWY 13-31: H4996X100 (ASPH) S-60, D-76, 2S-97, 2D-119 MIRL

RWY 13: REIL. VASI(V4L)-GA 3.0°TCH 54'. Berm.

RWY 31: PAPI(P4L)-GA 4.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-5796

TODA-5796 ASDA-5196 LDA-4896 RWY 13: TORA-4467 TODA-4467 ASDA-4467 LDA-4467 RWY 26: TORA-5796 TODA-6096 ASDA-5496 LDA-4782

RWY 31-TORA-4467 TODA-4467 ASDA-4467 IDA-4467

AIRPORT REMARKS: Attended 1600-0100Z±. For fuel outside normal working hours ctc fixed-base operator 503-861-1222. Migratory

flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area, ACTIVATE MIRL Rwv 08-26 and Rwv

13-31, MALSR Rwy 26 and REIL Rwy 08-CTAF. WEATHER DATA SOURCES: ASOS 135.375 (503) 861-1371. HIWAS 114.0 ΔST

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (Mc MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

(L) VORW/DME 114.0 AST Chan 87

VOR portion unusable:

019°-030° beyond 35 NM below 5500' 030°-045° beyond 30 NM below 5500'

045°-055° beyond 30 NM below 7500' 080°-100° beyond 34 NM below 6000'

120°-150° beyond 33 NM below 7000' 150°-170° beyond 36 NM below 7000' 170°-200° beyond 15 NM below 8000'

DME unusable: 075°-088° beyond 35 NM below 7,000'

330°-360° beyond 28 NM below 6,300' KARPEN NDB (MHW) 201 PEN N46°08.37' W123°35.24'

ILS 109.5 I-AST Rwy 26. Class IE.

**AURORA STATE** (UAO) 1 NW UTC-8(-7DT)

TPA-1200(1000)

N45°14.83′ W122°46.20′ S4 FUEL 100LL. JET A OX 1

RWY 17-35: H5004X100 (ASPH-GRVD) S-30, D-45

RWY 17: ODALS, VASI(V4R)-GA 3.5° TCH 40', Trees.

RWY 35: VASI(V4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1500-0500Z‡. Rwy 17 +30' p-line 2100'

from thid, marked by balls. Parallel twy 35' wide and has medium ints twy lgts, Rwy 17-35 has 150' blast pad at south end, Rwy 35

calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight-in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17-35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17-CTAF.

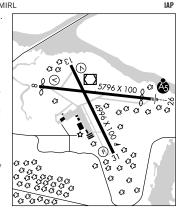
WEATHER DATA SOURCES: ASOS 118.525 (503) 678-3011. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) PORTLAND APP/DEP CON 126.0 RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 105° 10.9 NM to fld. 1440/21E. HIWAS.

ILS/DME 111.15 I-UAO Chan 48(Y) Rwy 17. Class IA.

Loc only. DME unusable byd 15.2 NM blo 2500'.



HIWAS.

180°-210° beyond 10 NM below 3300'

200°-210° beyond 20 NM below 8.000'

210°-240° beyond 30 NM below 6,000' 240°-320° beyond 12 NM below 2,000'

240°-320° beyond 25 NM below 5.000' 320°-330° beyond 30 NM below 5.500'

330°-360° beyond 20 NM below 5.500'

255° 12.2 NM to fld. NDB unmonitored.

180°-240° beyond 5 NM below 2000'

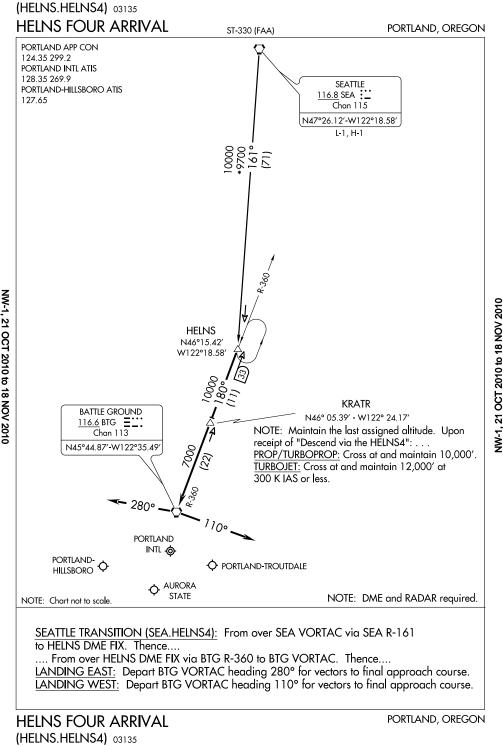
at fld. 10/19E.

SEATTLE H-1B. L-1B IAP

SFATTLE

H-1B, L-1C

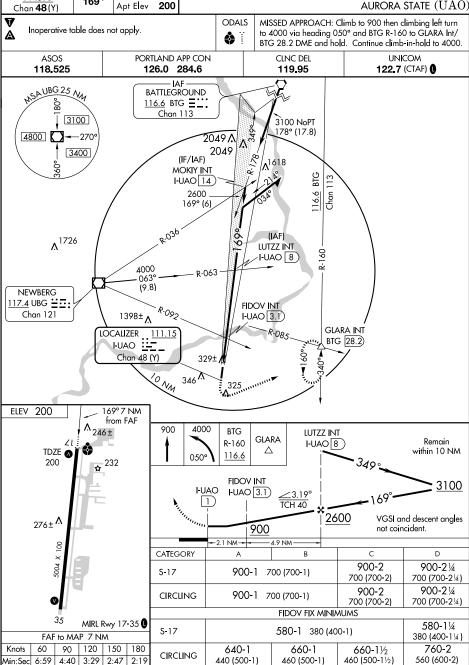
Orchard €3



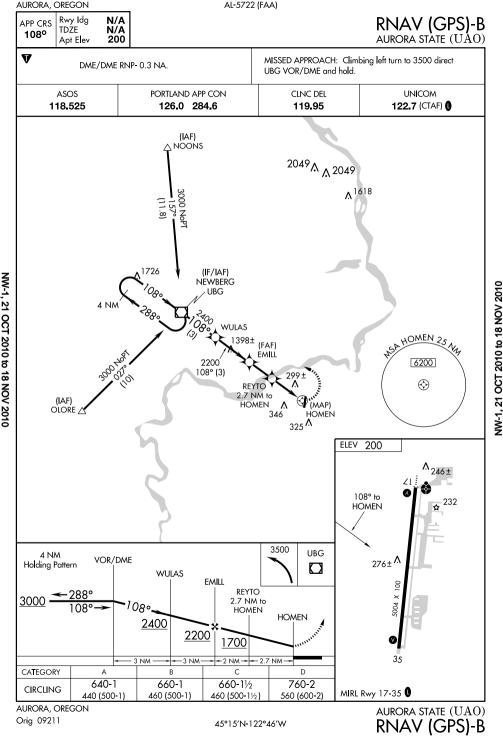
WW-1, 21 OCT 2010 to 18 NOV 2010

AURORA, OREGON

NW-1, 21 OCT 2010 to 18 NOV 2010



AURORA, OREGON Amdt 1 09183



DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Minnville

Muni altimeter setting and increase all DA 42 feet and all MDA 60 feet; increase LPV,

RNAV (GPS) RWY 17 AURORA STATE (UAO)

> MISSED APPROACH: **ODALS** Climb to 3500 direct DUBMY and hold. to 3500.

> > NW-1, 21 OCT 2010 to 18 NOV 2010

LNAV/VNAV visibilities all Cats. ¼ mile, increase LNAV visibility Cats. A/C/D ¼ mile, increase Circling visibilities Cats. A/C/D ¼ mile. For uncompensated Baro-VNAV ô continue climb-in-hold systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply. Visibility reduction by helicopters NA. **ASOS** PORTLAND APP CON CLNC DEL UNICOM 118,525 126.0 284.6 119,95 122.7 (CTAF) ( KISA RW 17 25 Ny 2049<sub>A</sub> 6200 2049 **(** 1618 (IF/IAF) MOKIY Procedure NA for arrivals at UBG VOR/DME on airway radials 013 CW 085. 2500 69 4000 ۸<sup>1726</sup> 639° ~~~ ~~5) (FAF) LUTZZ **NEWBERG** UBG ∧<sup>1398±</sup> 329± RW17 <sup>346</sup>∧ MISSED APCH FIX  $\Lambda^{325}$ DUBMY ELEV 200 169° to RW17 6 NM Λ<sub>246±</sub> 3500 DUBMY 4 NM VGSI and RNAV glidepath TDZE ZI MOKIY Holding Pattern not coincident. 200 232 LUTZZ 4000 RW17 <sub>276±</sub> Λ 2500 GS 3.00° TCH 40 9 7 NM 6 NM CATEGORY Α В C D 550-11/4 LPV DA 350 (400-11/4) LNAV/ DA 580-11/4 380 (400-11/4) VNAV 1060-1 1060-11/4 1060-21/2 1060-23/4 LNAV MDA 860 (900-1) 860 (900-11/4) 860 (900-21/2) 860 (900-23/4) 3.5

1060-1

860 (900-1)

CIRCLING

MIRL Rwy 17-35 🗓

AURORA, OREGON

AURORA STATE (UAO) RNAV (GPS) RW 45°15′N-122°46′W

1060-11/4

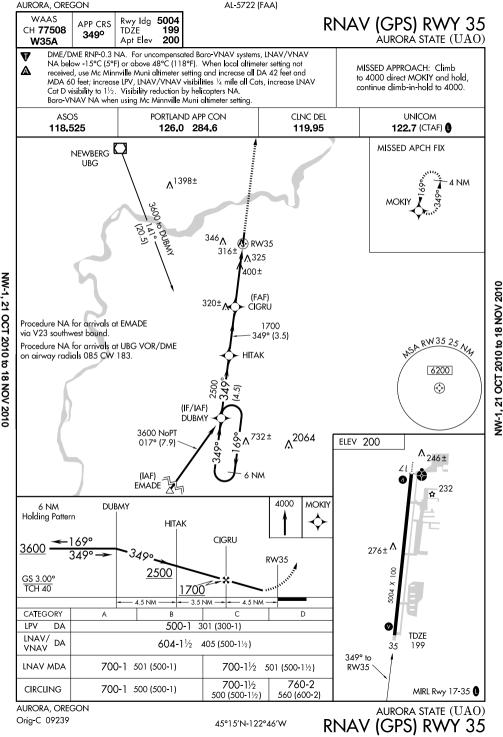
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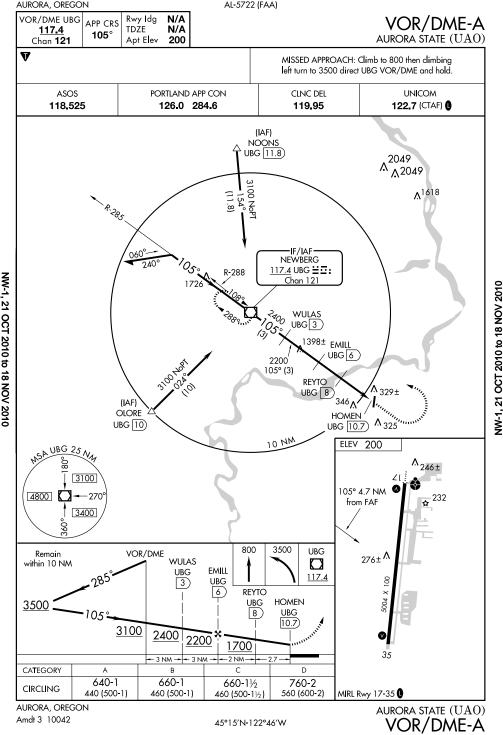
1060-21/2

860 (900-21/2)

1060-23/4

860 (900-234)





OREGON 106

3 N 3373 B S2 FUEL 100LL. JET A NOTAM FILE BKE RWY 13-31: H5095X100 (ASPH) S-50, D-65, 2S-82 MIRI

RWY 13: VASI(V4L)-GA 3.0°TCH 55', Trees. RWY 31: Road. RWY 17-35: H4359X75 (ASPH) S-30

RWY 35: Thid dspled 397'.

N44°50.44′

UTC-8(-7DT) N44°50.24′ W117°48.55′

RWY 08-26: H3670X140 (ASPH) S-30 RWY 08: Road.

(BKE)

BAKER CITY MUNI

RWY 17: Trees.

RWY 26: P-line.

AIRPORT REMARKS: Attended dalgt hrs. Birds invof arpt. Rwv 08-26 and Rwy 17-35 no winter maintenance, CLOSED by snow. Rwy 08-26

has many large unsealed cracks, grass growing on rwy, standing

water on surface. Rwy 13-31 parallel twy marked with reflectors. ACTIVATE MIRL Rwy 13-31 and VASI Rwy 13-CTAF. WEATHER DATA SOURCES: ASOS 134.275 (541) 523-5412.

COMMUNICATIONS: CTAF/UNICOM 123 O SALT LAKE CENTER APP/DEP CON 128.05

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE BKE. (H) VORW/DME 115.3 BKE

Chan 100 W117°48.47' at fld. 3380/20E.

VOR/DME unusable: 005°-050° bvd 30 NM blo 12.000'

110°-125° byd 15 NM blo 9,000' 110°-125° byd 30 NM blo 11,000' 125°-180° bvd 15

180°-200° byd 15 NM blo 12,000′ 200°-230° byd 15 NM

BANDON STATE (SØ5) 2 SE UTC-8(-7DT)

122 B

**S4** 

BEAVER MARSH STATE

4638 TPA-5638(1000)

RWY 18-36: 4500X60 (DIRT) RWY 18: Trees.

**COMMUNICATIONS: CTAF 122.9** 

RWY 16-34: H3601X60 (ASPH) S-12 MIRL RWY 16: REIL. PAPI(P4L) TCH 45'. Trees. RWY 34: REIL. PAPI(P4L) TCH 40'. Trees. AIRPORT REMARKS: Attended 1500-0200Z‡. Deer invof arpt. Twy

marked with blue reflectors. PAPI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

FUEL 100LL TPA-1122(1000)

RADIO AIDS TO NAVIGATION: NOTAM FILE OTH. NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93' W124°10.11' 190° 22.4 NM to fld. 707/18E. HIWAS.

Œ 3670 X 140 Œ 230°-265° bvd 15 NM blo 12.000' 230°-265° byd 20 NM 265°-290° bvd 15 NM blo 12.000′

N43°05.19' W124°24.47' KLAMATH FALLS NOTAM FILE MMV L-1A (3 Ø €3

265°-290° bvd 30 NM

BANKS N45°37.82′ W123°02.75′ NOTAM FILE HIO 122° 6.7 NM to Portland-Hillsboro NDB (MHW) 356 PND

1 SW

RWY 36: Trees.

NOTAM FILE MMV

surface loose and powdery, creates clouds of dust, loose rocks on surface, rough.

UTC-8(-7DT) N43°07.74' W121°49.07'

AIRPORT REMARKS: Unattended. CLOSED winter months. Rwy 18-36 15' rwy width usable in center. Rwy 18-36 dirt

(2S2)

BEAVER MOUNTAIN N44°35.21′ W117°47.26′

RCO 122 4 (MC MINNVILLE RADIO)

KLAMATH FALLS

SEATTLE

SEATTLE

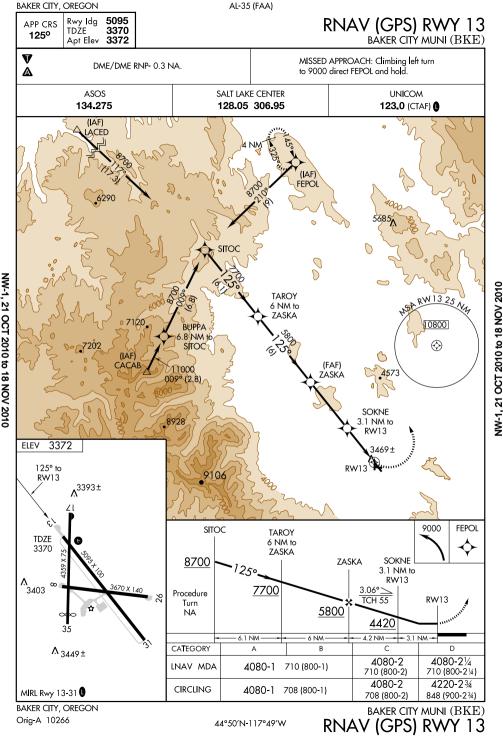
H-1C I-13B

L-1C

SEATTLE.

IAP

H-1C, L-13B



Amdt 1A 10266

VOR-A

BAKER CITY, OREGON Amdt 11B 10266

MIRL Rwy 13-31 0

NW-1, 21 OCT 2010 to 18 NOV 2010

BAKER CITY MUNI (BKE)
VOR/DME RWY 13

4220-23/4

847 (900-234)

4000-13/4

627 (700-134)

NW-1, 21 OCT 2010 to 18 NOV 2010

4000-1 627 (700-1)

CIRCLING

NOTAM FILE MMV

BEND MUNI (BDN) 5 NE UTC-8(-7DT) N44°05.67′ W121°12.01′

RWY 34: PAPI(P4L)-GA 3.0° TCH 44'. Tree. AIRPORT REMARKS: Attended Mon-Fri 1530-02007±. Sat-Sun 1600-0100Z<sup>±</sup>, Glider opr on and invof arpt, Calm wind rwy is Rwy

COMMUNICATIONS: CTAF/UNICOM 123.0 SEATTLE CENTER APP/DEP CON 128 15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

S2 3460 B FUEL 100LL, JET A OX 1, 3, 4 TPA-4460(1000) RWY 16-34: H5200X75 (ASPH) S-30 MIRL 1.0% up SE RWY 16: PAPI(P4L)-GA 3.0° TCH 39', Road.

541-388-0019. Two parallel to Rwy 16-34 marked by reflectors. ACTIVATE MIRL Rwv 16-34 and PAPI Rwv 16 and Rwv 34-CTAF. WEATHER DATA SOURCES: AWOS-3 134.425 (541) 382-1477.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 137° 10.5 NM to fld. 4101/18E. HIWAS.

16. Noise abatement procedures in effect, call FBO at

00 Ċ 03 (3) 5200 X 75 4 SW UTC-8(-7DT) N45°48.89' W119°49.23' SEATTLE

KLAMATH FALLS

H-1B. L-13A

ΙΔΡ

L-13A

KLAMATH FALLS

KLAMATH FALLS

L-13A

396 NOTAM FILE MMV

RWY 04-22: H4200X100 (ASPH) S-30 MIRL RWY 22: Rgt tfc. AIRPORT REMARKS: Unattended, Telephone avbl. ACTIVATE MIRL Rwy

04-22-122 9 COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

(M5Ø)

BOARDMAN

PENDLETON (H) VORTACW 114.7

PDT Chan 94 N45°41 91' W118°56.32' 261° 37.7 NM to fld. 1559/20E. HIWAS.

**BODEY** N44°18.48′ W121°01.14′ NOTAM FILE RDM

222° 6.5 NM to Roberts Fld.

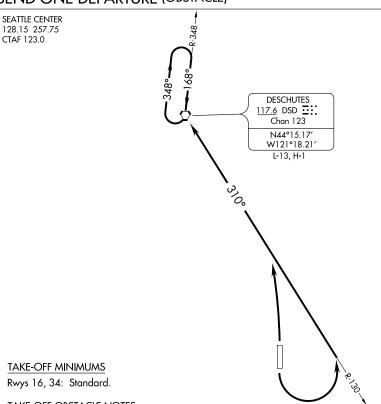
NDB unusable 091°-111° bvd 25 NM blo 14000'. BROOKINGS (BOK) 1 NE UTC-8(-7DT)

N42°04.47′ W124°17.41′ FUEL 100LL, JET A TPA-1459(1000) NOTAM FILE 4BK

RWY 12-30: H2900X60 (ASPH) S-11 RWY 12: PAPI(P2L)—GA 4.0° TCH 40'. Trees. Rgt tfc. RWY 30: PAPI(P2L)-GA 3.0° TCH 40'. Tree. AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 12-30 and PAPI Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 132.025 (541) 412-8682. COMMUNICATIONS: CTAF/UNICOM 122 8

NDB (HW/LOM) 411 RD



TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 75' from DER, 412' left of centerline, up to 43' AGL/3572' MSL.

Trees beginning 432' from DER, 5' right of centerline, up to 37' AGL/3541' MSL. Terrain beginning 27' from DER, 197' right of centerline, up to 3469' MSL. Road 1' from DER, 414' left of centerline, 17' AGL/3466' MSL.

Rwy 34: Trees beginning 306' from DER, 178' left of centerline, up to 25' AGL/3436' MSL.

Road beginning 460' from DER, 414' left of centerline, up to 17' AGL/3425' MSL.

Bush 94' from DER, 443' left of centerline, 4' AGL/3407' MSL.

Terrain beginning 1' from DER, 147' left of centerline, up to 3408' MSL.

Trees beginning 52' from DER, 252' right of centerline, up to 39' AGL/3429' MSL.

NOTE: Chart not to scale.

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC,

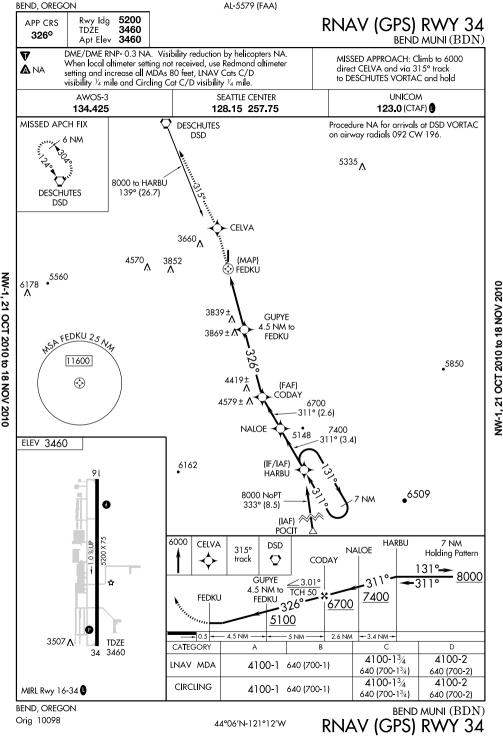
. . . . Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the

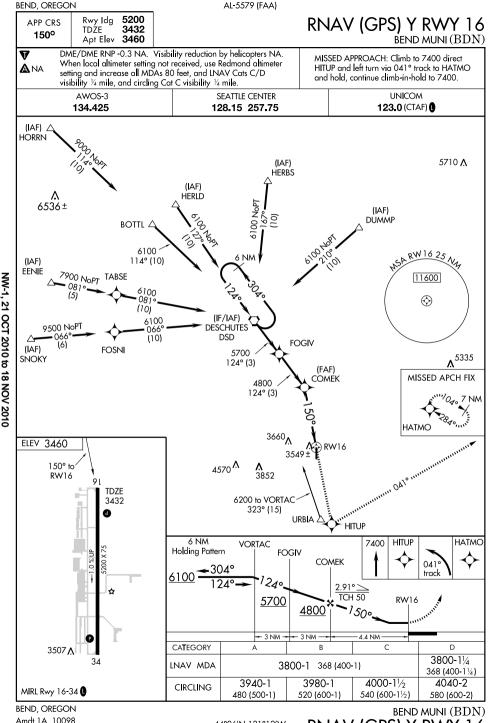
TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC,

Thence . . . .

MEA/MCA for the route of flight.

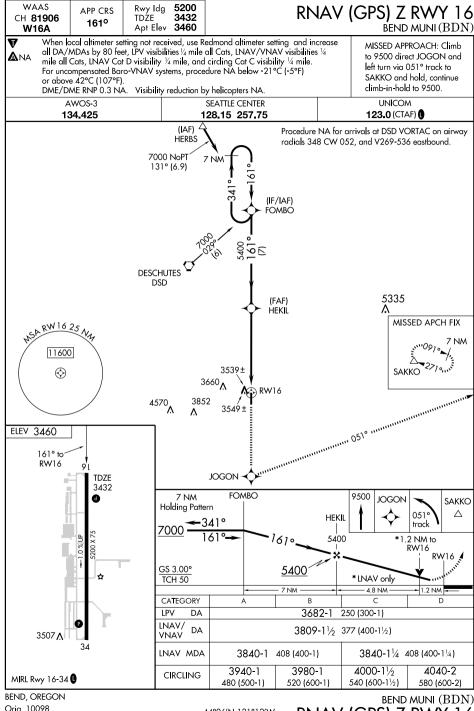
BEND, OREGON





Amdt 1A 10098

44°06′N-121°12′W RNAV (GPS) Y RW



AL-5579 (FAA)

RNAV (GPS) Z RW

WW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

BEND, OREGON

BEND, OREGON AL-5579 (FAA) VORTAC DSD 5200 Rwy Idg VOR/DME RWY 16 APP CRS 117.6 TDŹE 3432 136° 3460 BEND MUNI(BDN)Apt Elev Chan **123** V When local altimeter setting not received, use Redmond altimeter MISSED APPROACH: Climb to 4600 setting and increase all MDAs 80 feet, increase S-16 Cat D 🛕 NA then climbing right turn to 7000 direct visibility ¼ mile, and circling Cat C visibility ¼ mile. DSD VORTAC and hold. Visibility reduction by helicopters NA AWOS-3 SEATTLE CENTER **UNICOM** 134,425 123.0 (CTAF) 0 128.15 257.75 (IAF) △ HORRN (IAF) <sup>5710</sup>Λ DSD 20 **HERBS** DSD [10) (IAF) **HERLD** 6100 NoPT **∆** 6536± DSD 10 610076 168° (10) (IAF) DUMMP DSD [10) BOTTL 6100 HOPT DSD [10] 5/00 (IAF) 2/0°. **EENIE** DSD [15) **TABSE** 7900 NoPT DSD 10 6100 — IF/IAF — DESCHUTES (5) 0830 <u>117.6</u> DSD **Ξ∷** (10) R-263 Chan 123 6100 R-247 9500 NoPT 067° 067 (10)(6)۸<sup>5335</sup> (IAF) **FOSNI** DSD [10) 4800 **JESAV SNOKY** DSD 3 36° (3) DSD [16] 3759± A HANIX DSD 6 10 Mg MSA DSD 25 Ny 3660 **^ ELEV 3460 ^.** 3589 ± 9100 7000 136° 4.1 NM 4570 9L TDZE from FAF 38.52 3432 11600 8500 6200 to VORTAC **URBIA** 323° (15) DSD [15] 7000 4600 Remain VORTAC DSD within 10 NM  $\Diamond$ 5200 X 75 **JESAV** 117.6 HANIX DSD 3 DSD 6 6100 136°• 1360 DSD ÷ 6100 10.1 3.09° 5700 TCH 50 4800 3 NM 3 NM 4.1 NM 3507 ∧ CATEGORY Α C 34 S-16 3840-11/4 408 (400-11/4) 3840-1 408 (400-1) 3940-1 3980-1 4000-11/2 4040-2 **CIRCLING** MIRL Rwy 16-34 540 (600-11/2) 480 (500-1) 520 (600-1) 580 (600-2) BEND, OREGON BEND MUNI (BDN)

Amdt 9 10098

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 16

#### BURNS MUNI (BNO) 5 E UTC-8(-7DT) N43°35.52′ W118°57.33′ S4 FUEL 100LL, JET A RWY 12-30: H5100X75 (ASPH) S-30, D-50, 2D-90

and 30-CTAF.

RWY 12: REIL, VASI(V2L)-GA 3.0° TCH 45'. RWY 30: REIL. VASI(V2L)-GA 3.0° TCH 45'. Road.

NOTAM FILE BNO

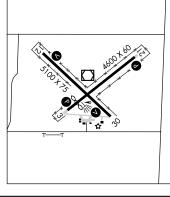
RWY 03-21: H4600X60 (CONC) S-30 RWY 03: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Thid dspicd 600'. P-lines. RWY 21: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1600-0200Z‡. Self serve card lock fuel avbl 24 hrs. Flocks of large birds in vicinity of arpt Feb-May and Sep-Oct. Bottle oxygen obtainable-1/2 hr. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwys 03-21 and 12-30, PAPI Rwys 03 and 21, VASI Rwys 12 and 30, and REIL Rwys 03, 21, 12

WEATHER DATA SOURCES: ASOS 135.575 (541) 573-1382. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.5 (MC MINNVILLE RADIO) AIRSPACE: CLASS E svc 1500-2300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BNO. WILDHORSE (L) VORW/DME 113.8 Chan 85 N43°35.59' ILR

W118°57.30' at fld. 4140/18E. CAPE BLANCO STATE (See DENMARK)



KLAMATH FALLS

KLAMATH FALLS

H-1C, L-11A

IAP

CASCADE LOCKS STATE (CZK)

151 TPA-1151(1000) NOTAM FILE CZK

RWY 06-24: H1800X30 (ASPH)

RWY 06: Tree. RWY 24: Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Owner advises ctc Oregon Dept. of Aviation 503-378-4880 prior to use. Unlighted

powerlines 3NM SW of arpt.

COMMUNICATIONS: CTAF 122.9

**CAVE JUNCTION** 

ILLINOIS VALLEY (3S4) 4 SW UTC-8(-7DT) N42°06.22′ W123°40.95′

В TPA-2394(1000) NOTAM FILE MMV

RWY 18-36: H4807X75 (ASPH)

RWY 18: VASI(V2L)—GA 4.0° TCH 50', Thid dsplcd 125', Road.

RWY 36: VASI(V2L)-GA 4.5° TCH 49'. Trees.

36-CTAF. **COMMUNICATIONS: CTAF 122.9** 

S-20, D-30 AIRPORT REMARKS: Unattended, Frequent ultra-light activity, Rwy 18

and Rwv 36 VASI out of svc indefinitely. Rwv 36 designated calm wind rwy. ACTIVATE LIRL Rwy 18-36, VASI Rwy 18 and Rwy

LIRL

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC. CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77' W124°14.44′ 033° 31.7 NM to fld. 54/19E.

1 NE UTC-8(-7DT) N45°40.62' W121°52.73' SEATTLE

> L-21 (3 (3 (3 €3

CHEHALEM AIRPARK (See NEWBERG)

Orig-A 10042

NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

BURNS, OREGON AL-6331 (FAA) VOR/DME ILR 5100 Rwy Idg VOR RWY 30 APP CRS 113.8 4148 TDŹE 304° BURNS MUNI (BNO) Apt Elev 4148 Chan 85 V MISSED APPROACH: Climbing right turn to 8000 in ILR Δ VOR/DME holding pattern. **ASOS** MC MINNVILLE RADIO UNICOM 122.5 122.8 (CTAF) ( 135.575 6678 MSA ILR 25 MM 7900 • 5223 7100 IAF WILDHORSE 113.8 ILR :±: NW-1, 21 OCT 2010 to 18 NOV 2010 Chan 85 5320 259° **ELEV 4148** 8000 ILR VOR/DME Remain 304° to within 10 NM VOR/DME 113.8 4.5 7000 4203 🕏 TDZE 4148 0.4 - 4.1 NM -CATEGORY С D 5500-11/4 5500-11/2 S-30 5500-3 1352 (1400-3) 1352 (1400-11/4) 1352 (1400-11/2) REIL Rwys 3, 12, 21 and 30 0 5500-11/2 5500-11/4 CIRCLING 5500-3 1352 (1400-3) MIRL Rwys 3-21 and 12-30 (1) 1352 (1400-11/4) 1352 (1400-11/2) BURNS, OREGON BURNS MUNI (BNO)Amdt 3A 10042 43°36'N - 118°57'W VOR RWY 30

OREGON

B TPA-3911(1000) NOTAM FILE MMV

1 NE

MIRI

UTC-8(-7DT)

#### RWY 07-25: H3500X60 (CONC) S-12 RWY 07: REIL, PAPI(P4L)-GA 3.0° TCH 40', Road. RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Ground.

CONDON STATE PAULING FLD (3S9)

AIRPORT REMARKS: Unattended. Heavy agricultural ops Feb-Jun. Tmpry tie-down area/gravel parking apron clsd. ACTIVATE MIRL Rwy

07-25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25-CTAF. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81' W121°06.05' 104° 48.4 NM to fld. 3220/21E. **2AWIH** 

3500 X 60 Fairgrounds

SEATTLE

L-13A

N45°14.79′ W120°09.99′

# **CORNELIUS** SKYPORT

110

#### NOTAM FILE MMV RWY 16-34: 2000X45 (TURF-GRVL)

RWY 16: Trees. Rgt tfc.

(4S4)

RWY 34: Thid dspicd 200'. Road. AIRPORT REMARKS: Attended 1400-0400Z‡. Helicopter and Ultralight ops prohibited. Rwy 16-34 rwy ends marked

3 N UTC-8(-7DT) N45°34.96′ W123°03.17′

with half barrels. Rwy 34 dsplcd thld marked with "L" shaped boards.

COMMUNICATIONS: CTAF 122.9 CORVALLIS MUNI (CVO) 4 SW UTC-8(-7DT) N44°29.83' W123°17.37'

FUEL 100LL, JET A OX 1, 2, 3 TPA-1050(800) NOTAM FILE CVO RWY 17-35: H5900X150 (ASPH) S-35, D-73, 2S-127, 2D-100 RWY 17: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 35: REIL. VASI(V4L)-GA 3.0° TCH 51'. RWY 09-27: H3545X75 (ASPH) S-51, D-65, 2S-127, 2D-100

RWY 27: PAPI(P4L)—GA 3.0° TCH 25', Thid dsplcd 199', Railroad. AIRPORT REMARKS: Attended 1600Z‡-dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. Heavy-lift helicopter activity on and invof arpt, be aware of possible rotor tip vortices.

WEATHER DATA SOURCES: AWOS-3 135.775 (541) 754-0081. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) CASCADE APP/DEP CON 127.5 (1400-0730Z±) (R) SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±)

ACTIVATE MALSR Rwy 17 and MIRL Rwy 09-27 and REIL Rwy

RADIO AIDS TO NAVIGATION: NOTAM FILE CVO. (H) VORW/DME 115.4 CVO Chan 101 N44°29.98'

Rwy 17.

Class IT.

W123°17.62' at fld. 241/18E.

LEWISBURG NDB (MHW) 225

ILS 111.9

169° 7.0 NM to fld.

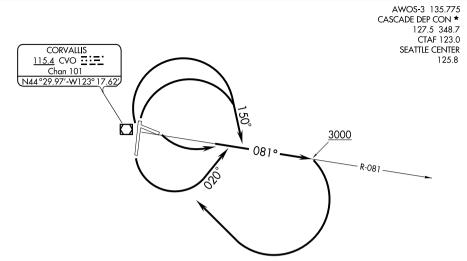
I-CVO

LWG N44°36.82′ W123°16.24′

SEATTLE

KLAMATH FALLS H-1B, L-1B IAP 5900 X 150

3.5



### TAKEOFF MINIMUMS

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500. Rwys 17/35, standard.

Rwy 27, standard with minimum climb of 310' per NM to 2300.

#### TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153'

Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.

Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

#### V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . . .

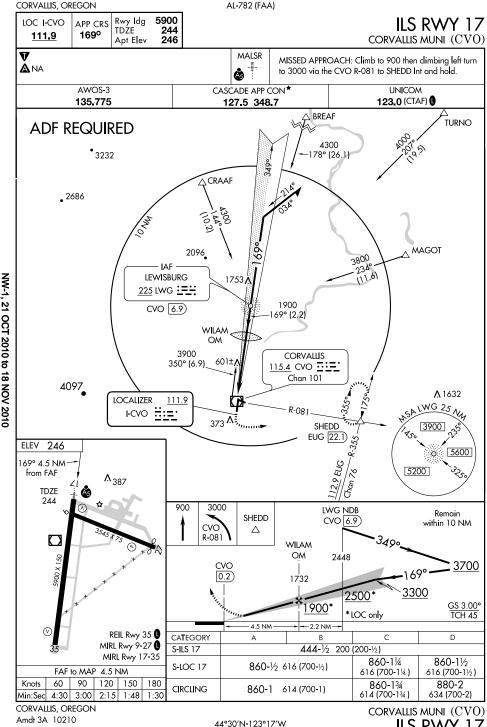
TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence. . . .

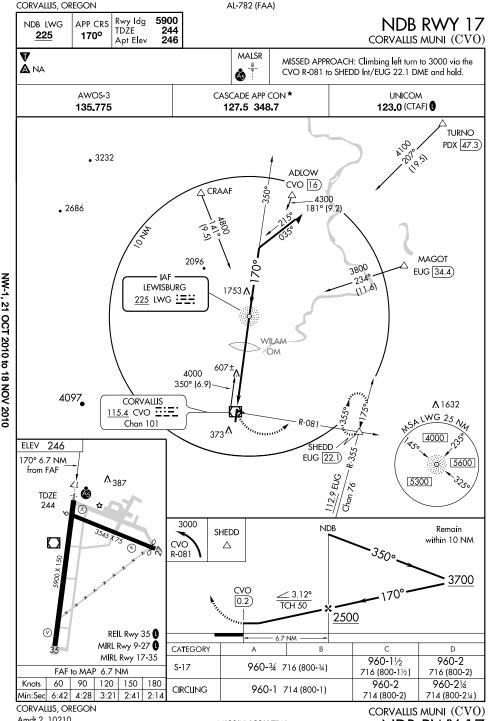
TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081, thence. . . .

.... climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for route of flight.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

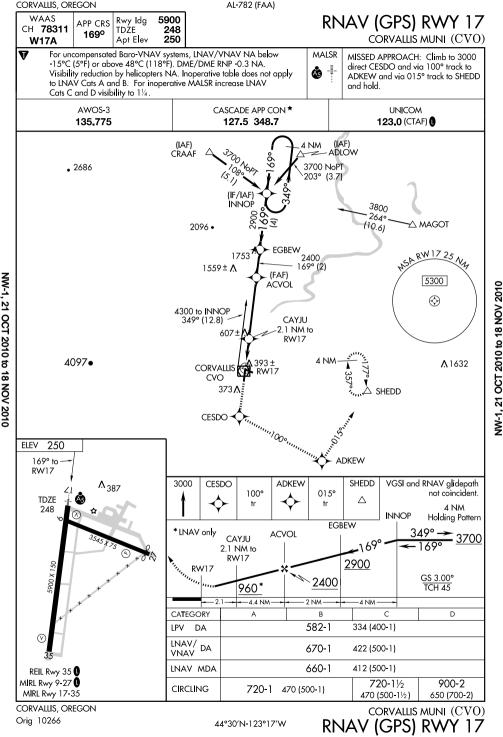
# CORVALLIS ONE DEPARTURE (CVO1.CVO) 10098





Amdt 2 10210

NDB RW



NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

AWOS-3 135.775 CASCADE DEP CON ★ 127.5 348.7 CTAF 123.0 CORVALLIS SEATTLE CENTER 115.4 CVO ..:= 125.8 Chan 101 N44°29.97′-W123° 17.62 R-081 0810 SHEDD N44°28.55' 9 W123°05.29' TAKEOFF MINUMUMS Rwy 9, 200-1 or standard with minimum obstacle climb of 245' per NM to 500, ATC climb of 332' per NM to 3000.

TAKEOFF OBSTACLE NOTES

# Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.

Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135'

AGL/380' MSL. Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000.

Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300,

ATC climb of 312' per NM to 3000.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL. Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

**EUGENE** 

112.9 EUG :- = . \_ Chan 76

### 77

NW-1, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . . .

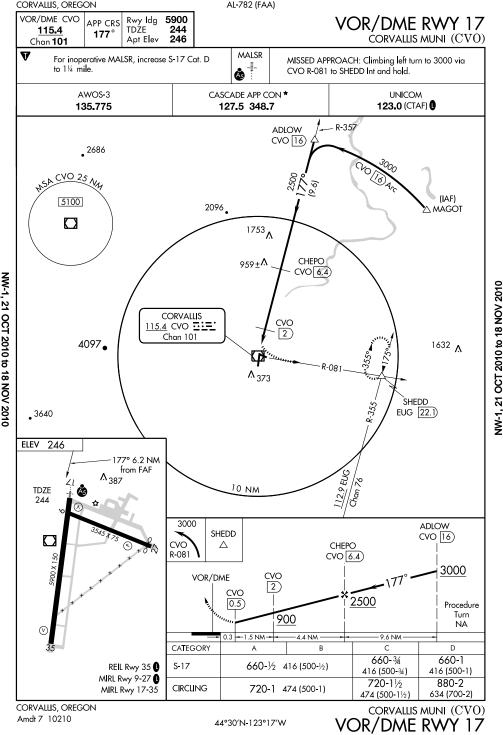
TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . .

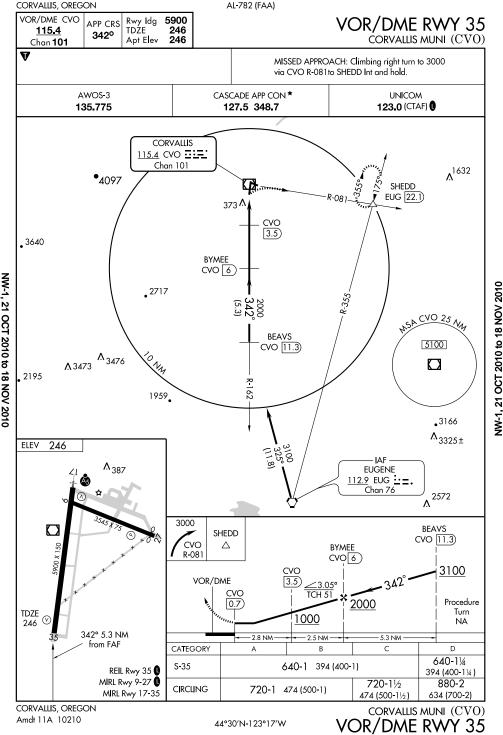
TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and

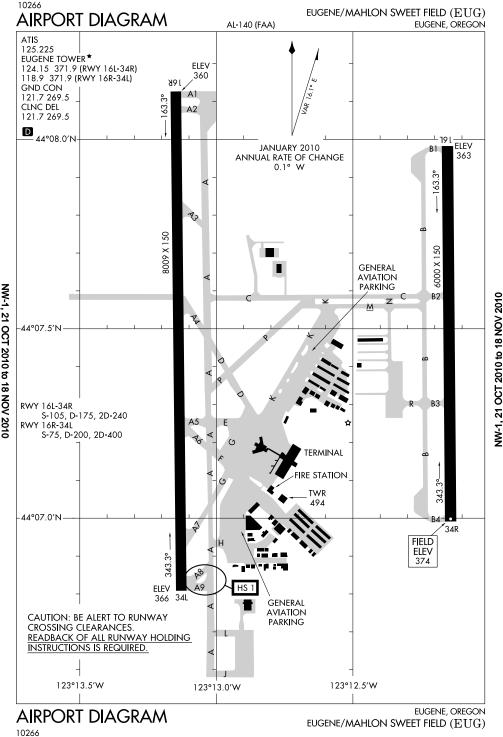
CVO R-081 to SHEDD INT, thence. . . . . . . .via assigned route/clearance.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

## SHEDD ONE DEPARTURE (SHEDD1.SHEDD) 10098







114 OREGON

#### **EUGENE**

MAHLON SWEET FLD (EUG) 7 NW UTC-8(-7DT) N44°07.40′ W123°13.12′ В S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B

NOTAM FILE EUG

ASDA-6000

LDA-6000

of Rwy 16R-34L. Helipad west of Rwy 16R restricted, PPR phone 541-682-5430. Twys H and K unavailable to acft 21.000 pounds single weight and 40.000 pounds dual gross weight. Terminal apron closed to acft except

RWY 16R-34L: H8009X150 (ASPH-GRVD) S-75, D-200. 2D-400 HIRI CI

RWY 16R: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34L: ODALS, VASI(V4L)-GA 3.0° TCH 53'. RWY 16L-34R: H6000X150 (ASPH-GRVD) S-105, D-175,

2D-400 HIRL

RWY 16L: MALSR. PAPI(P4L)-GA 3.0° TCH 52'.

RWY 34R: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA-6000 TODA-6000

RWY 16R: TORA-8009 TODA-8009 ASDA-8009 LDA-8009 RWY 34L: TORA-8009 TODA-8009 ASDA-8009 LDA-8009 RWY 34R: TORA-6000 TODA-6000 ASDA-6000 LDA-6000 AIRPORT REMARKS: Attended continuously. Migratory waterfowl and

other birds on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541-682-5430, ARFF svcs unavailable 0000-0500 local except PPR 541-682-5430. No access to Rwy 34L byd Twy A9. Helicopters Idg and departing avoid overflying the airline passenger terminal and ramp located E

scheduled air carriers and flights with prior permission. HIRL Rwv 16L-34R and Rwv 16R-34L twr ctl 1400-0730Z‡, med ints 0730-1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and 0DALS Rwy 34L, MALSR Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ctl 1400-0730Z±, 0730-1400Z±

ACTIVATE-CTAF. WEATHER DATA SOURCES: ASOS (541) 461-3114. HIWAS 112.9 EUG. UNICOM 122.95

COMMUNICATIONS: CTAF 118.9 ATIS 125,225 (541) 607-4699

EUGENE RCO 122.3 (MC MINNVILLE RADIO)

R CASCADE APP/DEP CON 119.6 (340°-159°) 120.25 (160°-339°) (1400-0730Z‡)

R SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±) EUGENE TOWER 118.9 (Rwy 16R-34L), 124.15 (Rwy 16L-34R) (1400-0730Z‡) GND CON/CLNC DEL 121.7

AIRSPACE: CLASS D svc 1400-0730Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

**EUGENE (H) VORTACW 112.9** EUG Chan 76 N44°07.25′ W123°13.37′ at fld. 364/20E. HIWAS.

FRAKK NDB(MHW) 260 EU N44°12.77′ W123°13.23′ 160° 5.3 NM to fld.

ILS/DMF 110 1 I-FUG Chan 38 Rwv 16R. Class IIIE. OM FRAKK NDB ILS unmonitored when tower closed.

**ILS/DME** 111.75 I-ADE Chan 54(Y) Class IE. Rwy 16L.

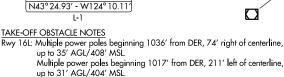
KLAMATH FALLS H-1B. L-1B IAP, AD A3 191 6000 X

34R

8009 X 150

EUGENE EIGHT DEPARTURE ATIS 125.225 NEWBERG GND CON 121.7 269.5

BATTLEGROUND 117.4 UBG ::::
Chan 121 116.6 BTG **\_\_\_** Chan 113 **EUGENE TOWER \*** N45°21.19′ - W122°58.69′ N45°44.87′ - W122°35.49′ 118.9 (CTAF) 371.9 (Rwy 16R-34L) L-1, H-1 124.15 371.9 (Rwy 16L-34R) CASCADE DEP CON 119.6 348.7 **CORVALLIS** 115.4 CVO ...= Chan 101 N44°29.97 **NEWPORT** W123° 17.62′ 1<u>17.1</u> ONP .... 1-1 Chan 118 N44°34.52′ - W124°03.64′ L-1, H-1 NOTE: Chart not to scale. **EUGENE** NOTE: RADAR required. 112.9 EUG :--. Chan 76 NOTE: Aircraft taxiing beyond Rwy 16R N44°07.25' - W123°13.37' departure end, 500' left of centerline. L-1, H-1 TAKE-OFF MINIMUMS **DESCHUTES** Rwy 16L/16R: Standard with minimum climb of 117.6 DSD ... 325' per NM to 4400. Chan 123 N44°15.17′ - W121°18.21′ Rwy 34L/34R: Standard with minimum climb of L-13, H-1 360' per NM to 4400. **ROSEBURG** NORTH BEND 112.1 OTH 🚃 108.2 RBG :::: Chan 19 Chan 58 N43°10.95' - W123°21.13'



Tower 5.7 NM from DER, 2550' left of centerline, 173' AGL/1281' MSL. Rwy 16R: Tree 1991' from DER, 831' left of centerline, 54' AGL/419' MSL.

Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL Tower 5.5 NM from DER, 1.1 NM left of centerline, 173' AGL/1281' MSL.

Rwy 34L: Tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. Rwy 34R: Tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

ROGUE VALLEY 1<u>13.6</u> OED <u>■ ..</u> N42°28.77′ - W122°54.78′ L-2, H-3 KLAMATH FALLS 115.9 LMT =-Chan 106 N42°09.19' W121°43.65'

L-2, H-3

V

NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L/16R: Climb heading 163° (or ATC assigned heading) for vectors to assigned route/fix . . .

TAKE-OFF RUNWAY 34L/34R: Climb heading 343° (or ATC assigned heading) for vectors to assigned route/fix . .

. maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000', continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern to cross EUG VORTAC at or above MEA before proceeding enroute.

#### HOT SPOTS

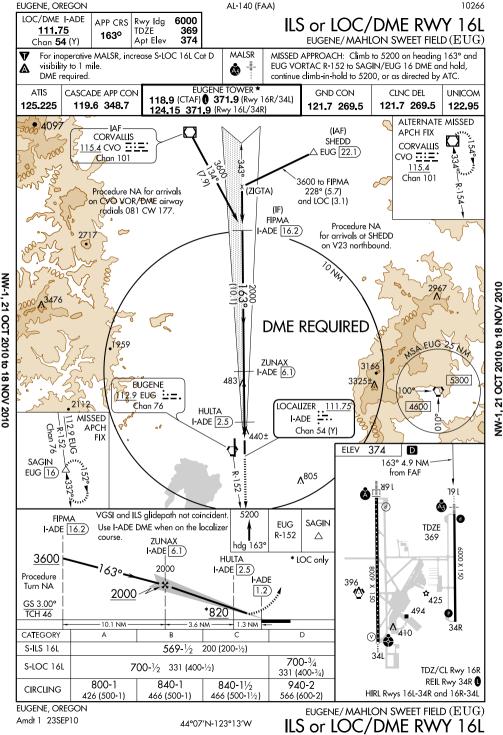
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

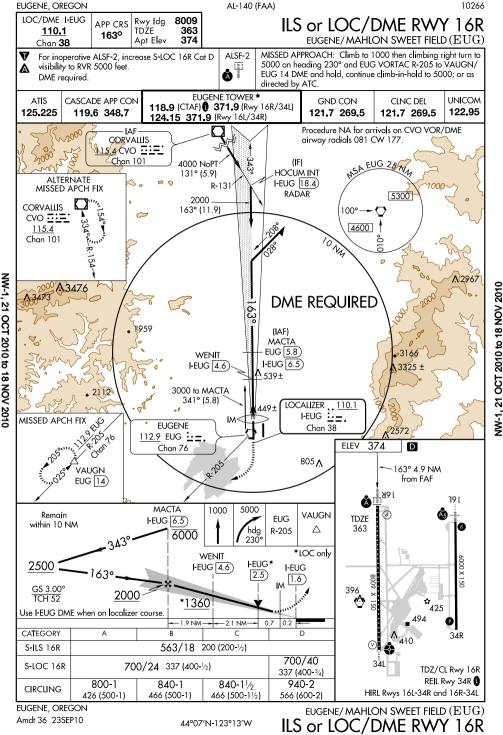
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

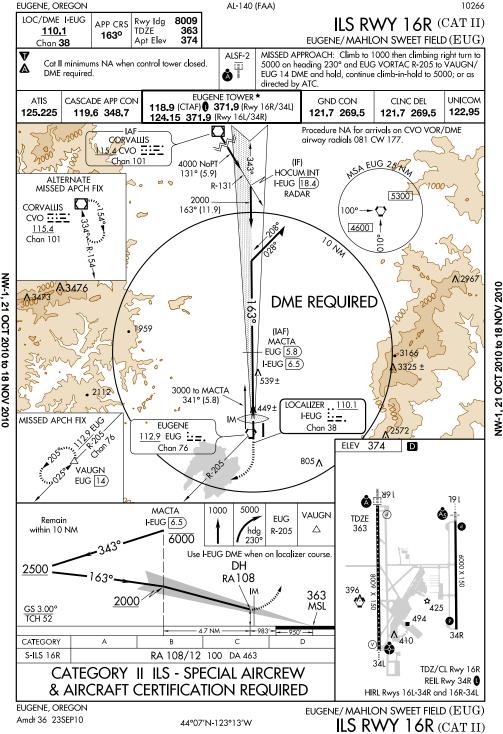
increased risk has been reduced or e	•	t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr.
		Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

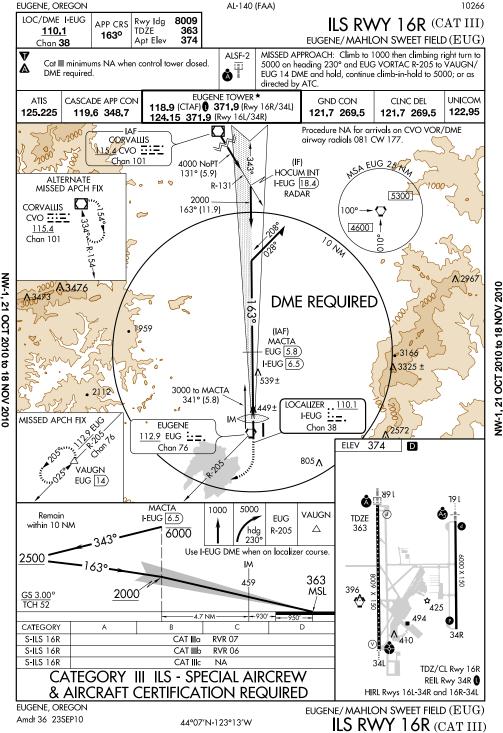
21 OCT 2010 to 18 NOV 2010

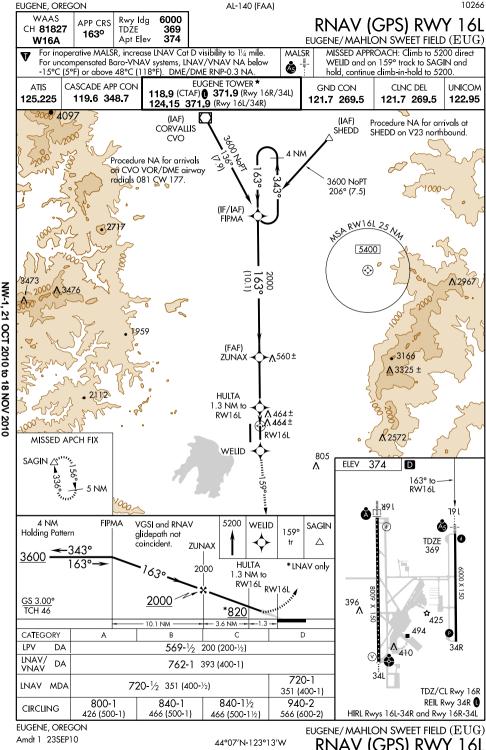
10266			
		HOT SPOTS	
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	



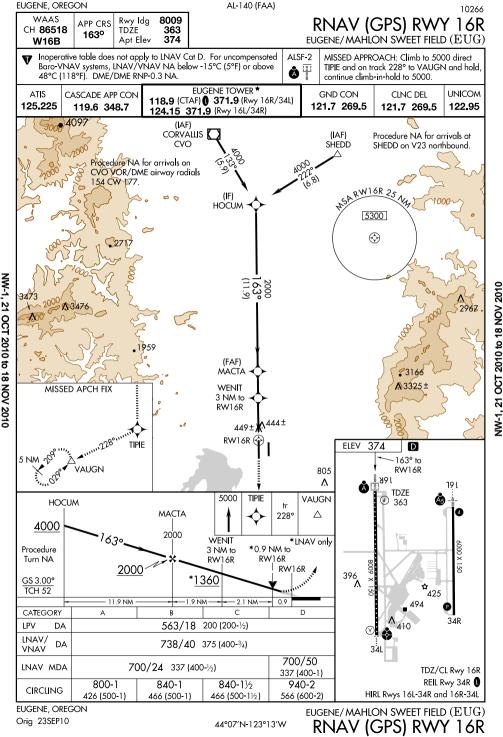


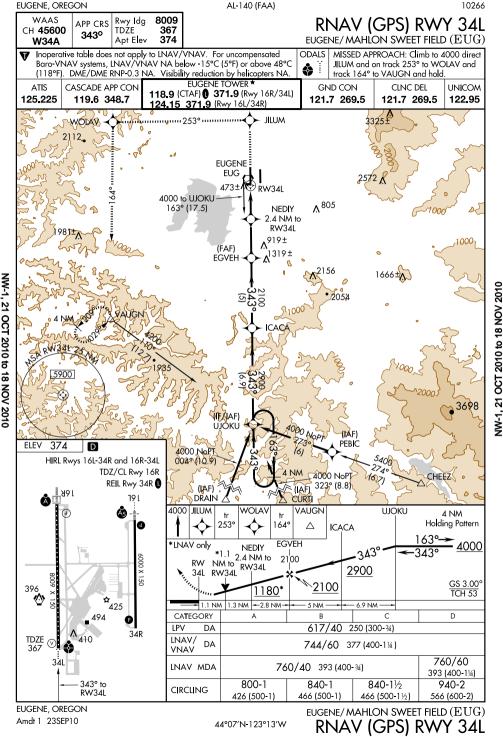


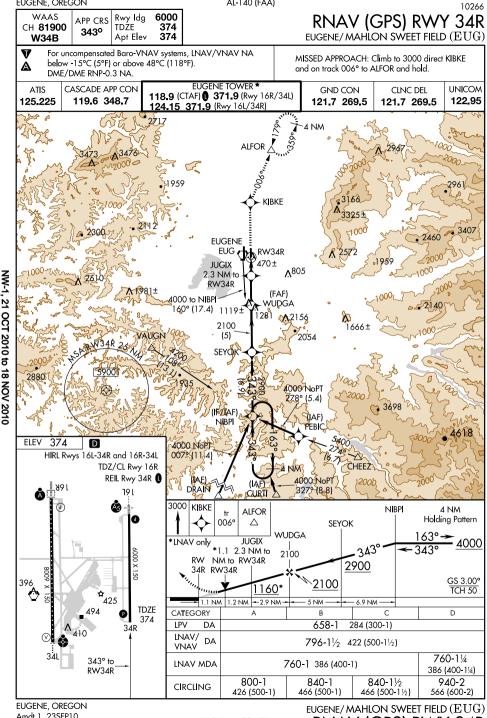




RNAV (GPS) RW



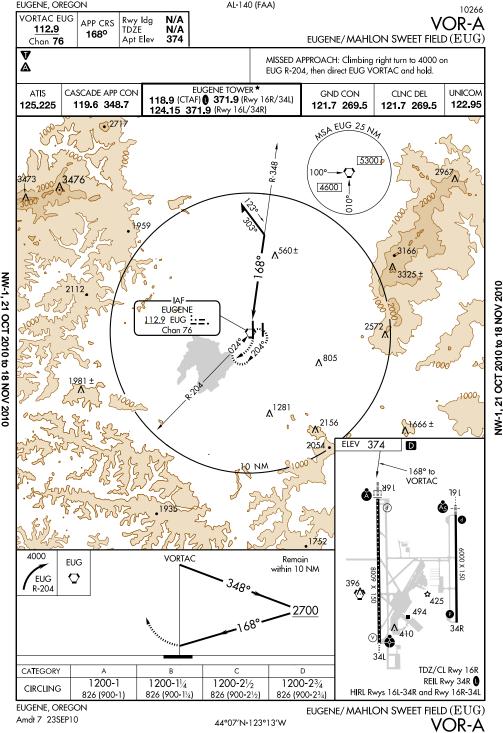


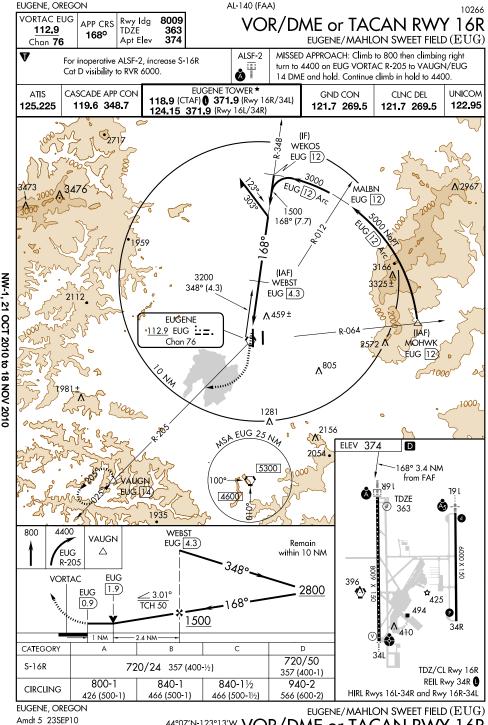


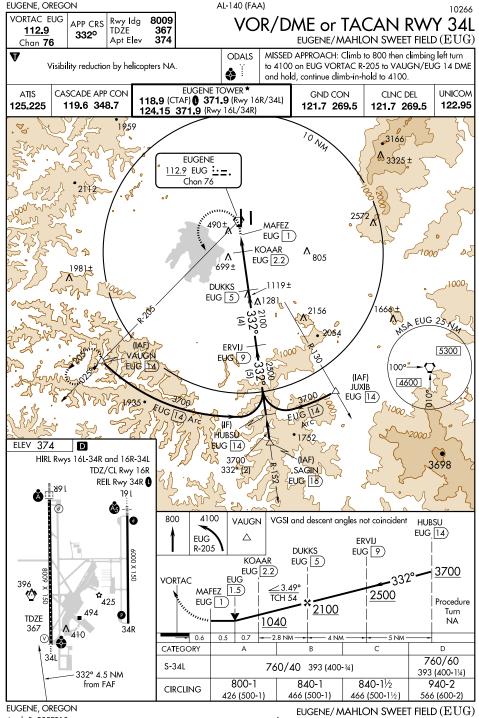
AL-140 (FAA)

44°07′N - 123°13′W (GPS) RWY 34R NW-1, 21 OCT 2010 to 18 NOV 2010

EUGENE, OREGON







Amdt 5 23SEP10

. Ν-1,

21 OCT 2010 to 18 NOV 2010

116 OREGON

### **GLENEDEN BEACH**

### SILETZ BAY STATE (S45) 1 SE UTC-8(-7DT) N44°52.62′ W124°01.71′

69 B TPA-1069(1000) NOTAM FILE MMV

RWY 17: Trees. Rgt tfc.

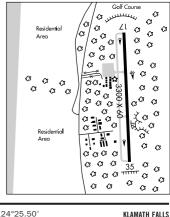
RWY 17-35: H3300X60 (ASPH) S-11 MIRL RWY 35: Brush.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 35 has 4-6 inch dip 800' from S end. MIRL Rwy 17-35 preset low

intensity: ACTIVATE higher intensity-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.

NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44°34.52' W124°03.64' 345° 18.1 NM to fld. 150/19E.



GOLD BEACH MUNI (4S1)0 W UTC-8(-7DT) N42°24.92′ W124°25.50′ B S4 FUEL 100LL, JET A NOTAM FILE MMV

SEATTLE.

L-1B

L-2J

RWY 16-34: H3237X75 (ASPH) S = 12.5RWY 16: REIL. Thid dspicd 90'. Road. Rgt tfc.

RWY 34: REIL. Road.

AIRPORT REMARKS: Attended 1600-0100Z‡. BE ALERT: Birds on and in the vicinity of arpt. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.15 (541) 247-2518.

COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 329° 39.0 NM to fld. 54/19E.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored

GRANT CO RGNL/OGILVIE FLD (See JOHN DAY)

**GRANTS PASS** (3\$8) 5 NW UTC-8(-7DT) N42°30.61' W123°23.28'

FUEL 100LL, JET A TPA-2126(1000) NOTAM FILE MMV RWY 12-30: H4001X75 (ASPH) S-19 MIRL 0.8% up SE

RWY 12: REIL. Trees.

RWY 30: REIL. VASI(V4R)-GA 4.25° TCH 55'. Trees.

AIRPORT REMARKS: Attended 1600-0100Z‡. 24 hr credit card fuel avbl. VASI Rwy 30 not to be used for turbojet operations. Rwy 30

COMMUNICATIONS: CTAF/UNICOM 122.8 CASCADE APP/DEP CON 124.3 (1400-0700Z‡)

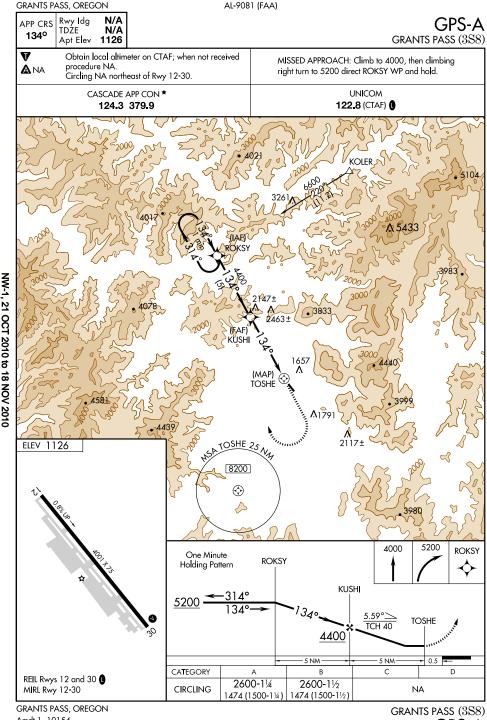
**SEATTLE CENTER APP/DEP CON 121.4 (0700-1400Z‡)** 

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77' W122°54.78' 256° 21.2 NM to fld. 2083/19E.

designated calm wind rwy. Rwy 12-30 has basic markings, plus aiming point markings. ACTIVATE VASI Rwy 30 and REIL Rwy 12 and Rwy 30-CTAF. MIRL Rwy 12-30 on continuously.

KLAMATH FALLS 1-21 IAP 03 03 03 ദേദ ଫିଟ ଓ G G 03 03



Amdt 1 10154

OREGON HERMISTON MUNI (HRI) 2 SE UTC-8(-7DT) N45°49.69′ W119°15.55′ 644 B S4 FUEL 100LL, JET A TPA-1444(800) NOTAM FILE HRI RWY 04-22: H4500X75 (ASPH) S-22 MIRI RWY 04: PAPI (P2L)-GA 3.0° TCH 36'. Tree. RWY 22: REIL. PAPI(P2L)-GA 3.5° TCH 37'. P-line. AIRPORT REMARKS: Attended Oct-Mar 1600-0100Z±, Apr-Sep 1600-0200Z‡. Parachute Jumping. ACTIVATE MIRL Rwy 04-22

**SEATTLE** 

**SEATTLE** 

**SEATTLE** 

L-13A

IAP

continuously. WEATHER DATA SOURCES: ASOS 135.225 (541) 567-8580. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) CHINOOK APP/DEP CON 133.15 (1400-0600Z±) **SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡)** 

and REIL Rwy 22-CTAF. PAPI Rwy 04 and Rwy 22 opr

RADIO AIDS TO NAVIGATION: NOTAM FILE PDT. PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 280° 15.6 NM to fld. 1559/20E. HIWAS.

# HILLSBORO

STARK'S TWIN OAKS AIRPARK (7S3) 4 S UTC-8(-7DT) N45°25.71′ W122°56.53′

S3 FUEL 100LL TPA-1110(940) NOTAM FILE MMV RWY 02-20: H2465X48 (ASPH) LIRL

RWY 02: Thid dspicd 100'. Tree. RWY 20: Trees. AIRPORT REMARKS: Attended dawn-dusk, Rwy Igts opr 0200-0800Z‡, For LIRL Rwy 02-20 after 0800Z‡ PPR call arpt

manager 503-628-2056.

COMMUNICATIONS: CTAF/UNICOM 123.05 PORTLAND CLNC DEL 119.95

### HOBBY FLD (See CRESWELL)

### HOOD RIVER

S4

## KEN JERNSTEDT AIRFIELD

(4S2) 2 S UTC-8(-7DT) N45°40.36' W121°32.19' FUEL 100LL TPA-1500(869) NOTAM FILE MMV

RWY 07-25: H3040X75 (ASPH) S-23 LIRI RWY N7: Tree RWY 25: REIL. Road.

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z±, Frequent vehicular tfc AER 07, Gliders and ultralights use right traffic for Rwys 07 and 25, ACTIVATE REIL Rwy

25-CTAF. Rwy 07-25 LIRL opr continuously. WEATHER DATA SOURCES: AWOS-3 134.375 (541) 386-2386.

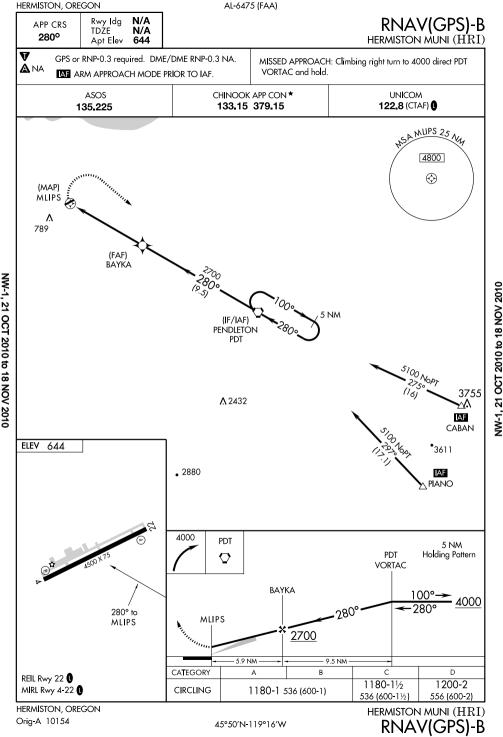
COMMUNICATIONS: CTAF/UNICOM 122 8

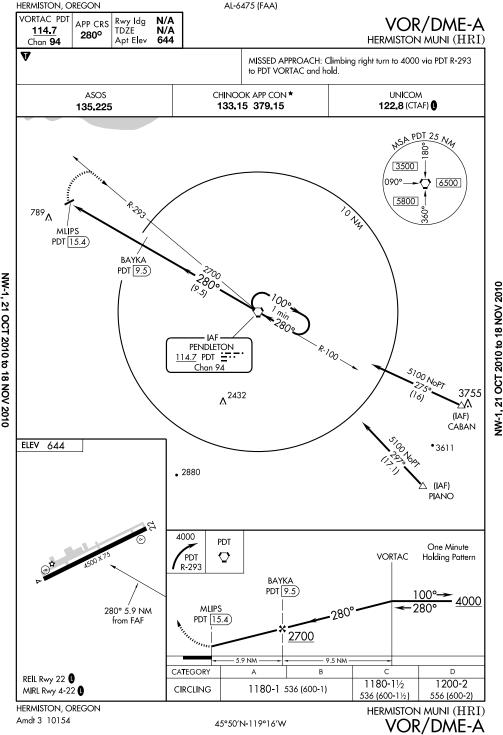
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81'

W121°06.05' 242° 18.5 NM to fld. 3220/21E. HIWAS.

L-1C, 13A Drive-in Theater





OREGON 119

JOHN DAY

GRANT CO RGNL/OGILVIE FLD (GCD) 1 SW UTC-8(-7DT) N44°24.17′ W118°58.07′

B FUEL 100LL JET A NOTAM FILE GCD RWY 17-35: H5220X60 (ASPH) S-12.5 MIRI 0.5% up S RWY 17: REIL. PAPI(P4R)-GA 4.0° TCH 52'. RWY 09-27: H4471X60 (ASPH) S-12.5 MIRL 1.3% up E

RWY 27: Rgt tfc. AIRPORT REMARKS: Attended Oct-May Mon-Sat 1600-0000Z‡, Jun-Sep

Mon-Fri 1500-0300Z‡. Self service fuel available after hours. Extensive helicopter activity during fire season Jul-Oct, Rwy 27

and Rwy 35 hold lines are marked in white outline only. Be aware of soft edges along rwys and twys. 8 foot game fence around arpt. Rwy 17-35 basic markings, plus aiming point marks. Twy lines and Rwy 17-35 centerline markings incomplete. Rwy 27 relocated thld and Rwy 27 not marked. Twy marked with reflectors. ACTIVATE MIRL Rwy 09-27, MIRL Rwy 17-35, REIL Rwy 17 and PAPI Rwv 17-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (541) 575-1122. COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE CENTER APP/DEP CON 128.15.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV KIMBERLY (H) VORTACW 115.6 IMB Chan 103 N44°38.90' W119°42.70' 095° 35.2 NM to fld. 5220/20E. HIWAS.

JOSEPH STATE (JSY) 1 W UTC-8(-7DT) N45°21.57′ W117°15.23′ 4121 В FUEL 100LL TPA-5121(1000) NOTAM FILE MMV

RWY 15-33: H5200X60 (ASPH) S-12.5 RWY 15: REIL. PAPI(P2L)-GA 4.0° TCH 43'. Trees. RWY 33: P-line.

AIRPORT REMARKS: Unattended. Use extreme CAUTION during South tkfs due to possible hazardous downdrafts south of arpt under south wind conditions. Deer on arpt all hours. P-lines near Rwy 33 AER unmarked, Unicom unattended, ACTIVATE MIRL Rwy 15-33, PAPI and REIL Rwy 15-CTAF.

WEATHER DATA SOURCES: AWOS-3 123.775 (541) 432-0458.

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL. DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03'

COMMUNICATIONS: CTAF/UNICOM 122.8

W116°12.38' 290° 57.0 NM to fld. 7333/19E.

8 5220 X € COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1-800-WX-BRIEF.

KLAMATH FALLS

H-1C, L-13A

IAP

H-1C, L-13B ୍ଦ୍ର ଓ **3** 3 03 - 03 C3 C3 ß G<sup>G</sup> Log Yard ac 8 Lumber Mill

KARPEN N46°08.37′ W123°35.24′. NOTAM FILE AST. NDB (MHW) 201 PEN 255° 12.2 NM to Astoria Rgnl. NDB unmonitored.

**SEATTLE** 

KEN JERNSTEDT AIRFIELD (See HOOD RIVER)

KIMBERLY N44°38.90′ W119°42.70′.

SFATTLE

L-1C

SEATTLE

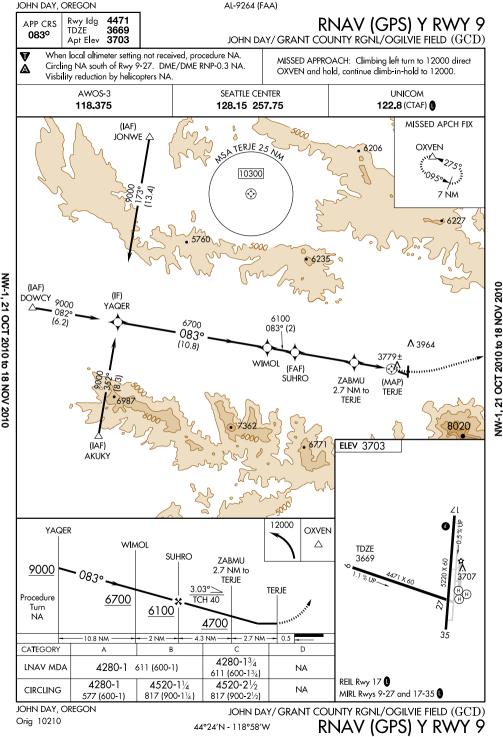
H-1C, L-13A

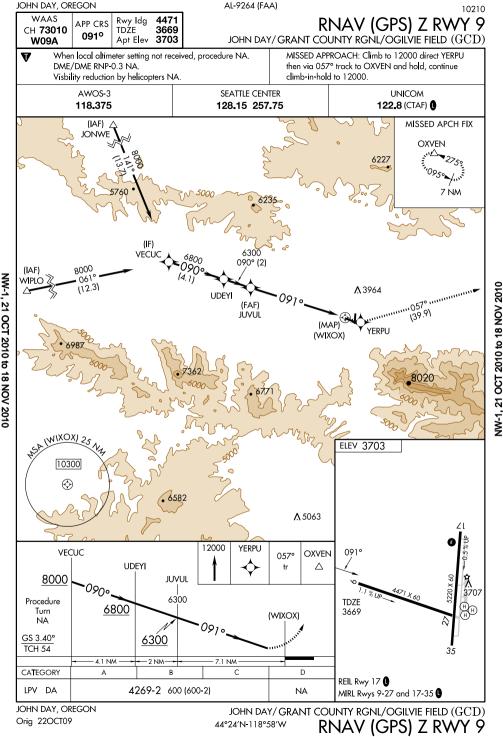
094° 35.3 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E.

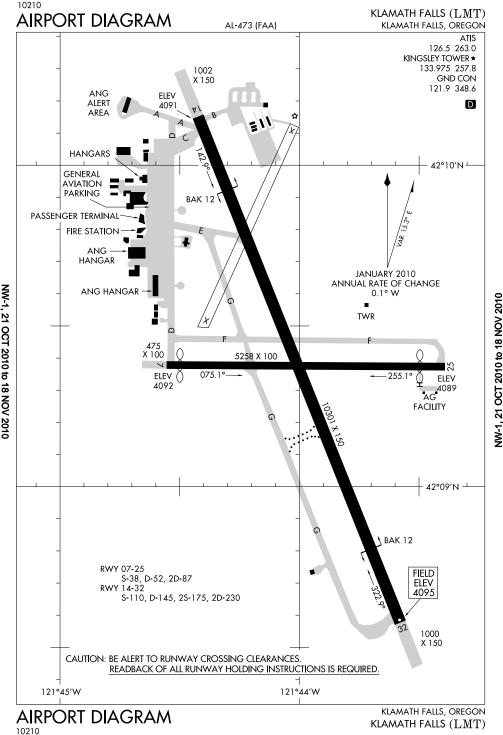
(H) VORTACW 115.6 IMB Chan 103 **2AWIH** 

RCO 122 6 (MC MINNVILLE RADIO)

NOTAM FILE MMV.







120

RWY 32: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 07-25: H5258X100 (ASPH-GRVD)

(LMT)

RWY 07: Thid dsplcd 307', Railroad.

4095 B S4 RWY 14-32: H10301X150 (ASPH-CONC-GRVD) S-110, D-145, 2S-175, 2D-230 RWY 14: MALSE, VASI(V4L)-GA 3.0° TCH 50', Tree.

RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid depict 514'.

AIRPORT REMARKS: Attended 1500-0600Z‡. For services after hours call fixed base operator at 541-882-4681. Flocks of large

4 SE UTC-8(-7DT) N42°09.37' W121°43.99'

S-38, D-52, 2D-87

ASDA-4746

ASDA-4953

LDA-4439

LDA-4439

RUNWAY DECLARED DISTANCE INFORMATION RWY 07: TORA-5260 TODA-5260

KLAMATH FALLS

MIRI

Fence

RWY 25: TORA-5260 TODA-5260

ARRESTING GEAR/SYSTEM

**RWY 14** ← HOOK BAK-12B(B) (1500') HOOK BAK-12B(B) (1500')→ RWY 32

migratory waterfowl in vicinity Nov-May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14-32 and MIRL Rwy 07-25 and twy lgts-CTAF, Rwy lgts have a 30 second

warm up delay. WEATHER DATA SOURCES: ASOS (541) 883-8127, HIWAS 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 ATIS 126.5 UNICOM 122.95 RCO 122.6 (MC MINNVILLE RADIO)

(R) KINGSLEY APP/DEP CON 123.675 (Mon-Fri 1600-0000Z‡ exc weekends and holidays), other times ctc R SEATTLE CENTER APP/DEP CON 127.6

TOWER 133.975 (1500-0600Z‡) **GND CON 121.9** 

AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' at fld. 4087/17E. HIWAS.

VOR portion unusable: 050°-060° byd 30 NM blo 12,000′

060°-120° bvd 25 NM blo 12.000' 170°-195° byd 20 NM 210°-245° bvd 25 NM blo 12.000'

DME portion unusable: 105°-125° byd 7 NM blo 12,000'

153°-195° bvd 20 NM blo 11.000° 210°-305° byd 25 NM blo 10,500′

I-LMT Rwy 32.

ILS 109.5 LA GRANDE/UNION COUNTY (LGD) 4 SE

> R S4

RWY 12-30: H5600X100 (ASPH) S-65, D-90, 2S-114, 2D-130 RWY 12: PAPI(P2L). Road. RWY 30: REIL. PAPI(P2L)—GA 3.0°. RWY 16-34: H3876X60 (ASPH) S-45, D-60, 2D-100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Thid dsplcd 486'. Road. AIRPORT REMARKS: Attended Dec-Mar 1600-0200Z‡, Apr-Nov

for aircraft over 12,500 pounds, Rwy 16-34 marked with reflectors. Twvs marked with blue reflectors. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 963-6824.

1500-0300Z‡. For attendant 24 hours call 541-963-6714. Extensive Forest Service opr during summer months. Landing fee

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE

Chan 100 N44°50.44′ W117°48.47' 323° 28.3 NM to fld. 3380/20E.

LGD N45°20.55' W117°57.76' 194° 3.7 NM to fld. NOTAM FILE LGD. Unusable 160°-190° beyond 15

NM and 290°-315° beyond 15 NM.

UTC-8(-7DT)

FUEL 100LL, JET A NOTAM FILE LGD Not insp.

FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT H-3B, L-21 IAP. AD 3 3 × X 100 0 Under Construction

KLAMATH FALLS

270°-280° byd 20 NM

320°-050° byd 30 NM

320°-125° bvd 20 NM

3876 y

34

Industrial Park

N45°17.41′ W118°00.43′

320°-050° bvd 23 NM blo 12.000'

320°-105° bvd 13 NM blo 13.000'

SEATTLE H-1C, L-13A

ΙΔΡ

KLAMATH FALLS, OREGON Amdt 5 10210

321° 6.6 NM

NW-1, 21 OCT 2010 to 18 NOV 2010

885

(900-234)

965

CIRCLING

KLAMATH FALLS (KINGSLEY FIELD)

1605

(1700-3)

WW-1, 21 OCT 2010 to 18 NOV 2010

(1000-3)

KLAMATH FALLS, OREGON

769

885

(800-21/4)

(900-234)

4980-23/4

769

965

(800-21/2)

(1000-3)

5060-3

S-14

CIRCLING \*

Amdt 3 10210

. Ν-1,

21 OCT 2010 to 18 NOV 2010

1605

769

(800-23/)

(1700-3)

5700-3

HIRL Rwy 7-25 and 14-32 KLAMATH FALLS (KINGSLEY FIELD)

Rwy 7 ldg 4953'

REIL Rwy 25

Rwy 25 ldg 4746

HI-TACAN RWY 14

4182±

4980-23/

885

42° 09'N-121° 44'W

(900-2%)

4182±

CIRCLING \*\*

328 ° to

NW-1, 21 OCT 2010 to 18 NOV 2010

1605

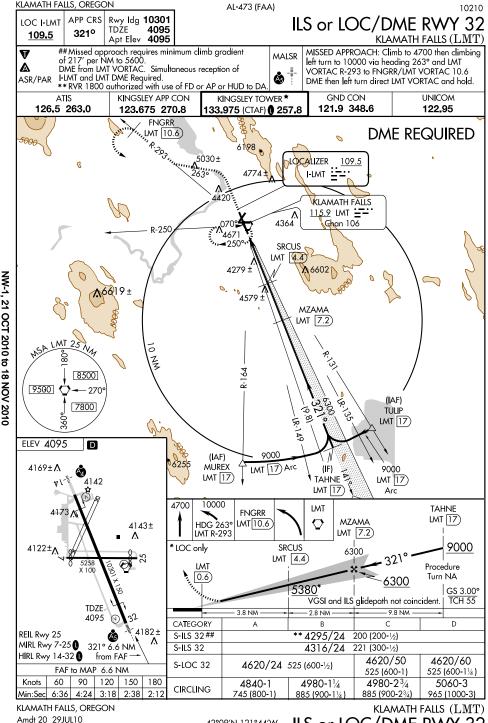
5700-3

(1700-3)

5060-3

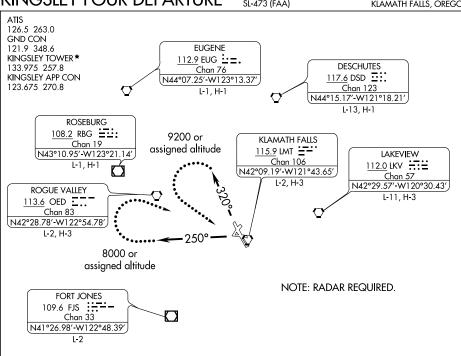
(1000-3)

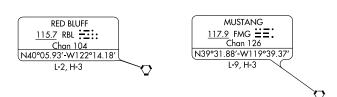
KLAMATH FALLS (KINGSLEY FIELD)



ILS or LOC/DME RWY 32 42°09′N-121°44′W

# KINGSLEY FOUR DEPARTURE





### TAKE-OFF MINIMUMS

NW-1, 21 OCT 2010 to 18 NOV 2010

RWY 14: Standard with minimum climb of 380' per NM to 8600. RWY 25: Standard with minimum climb of 380' per NM to 8000. RWY 32: Standard with minimum climb of 350' per NM to 9200.

### TAKE-OFF OBSTACLES NOTES

Rwy 14, Tree 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, Terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL.

Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

SL-473 (FAA)

TAKE-OFF RUNWAY 14: Climb heading 140° CW 320° to 8600 or assigned altitude, thence . . . . TAKE-OFF RUNWAY 25: Climb heading 250° to 8000 or assigned altitude,

TAKE-OFF RUNWAY 32: Climb heading 320° to 9200 or assigned altitude,

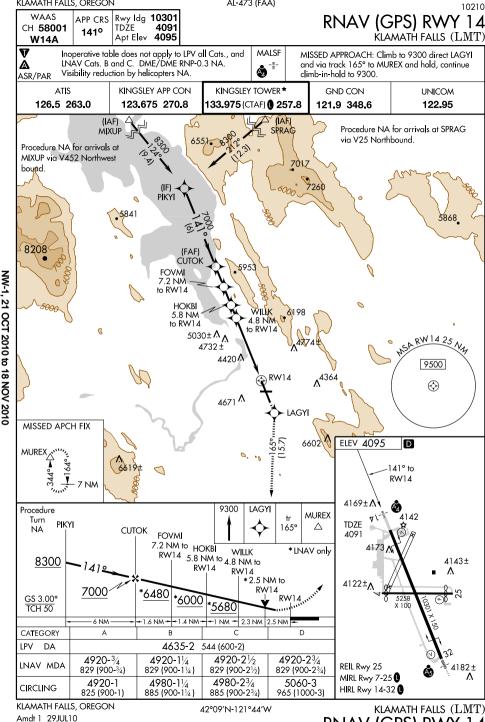
thence . . . . . via Radar vectors to assigned route.

### LOST COMMUNICATIONS

If not in contact with Seattle Center/Kingsley Approach Control after passing 10000' or assigned altitude: TAKE-OFF RUNWAY 14: Climbing right turn direct LMT VORTAC, thence via

(assigned route). TAKE-OFF RUNWAY 32: Climbing left turn direct LMT VORTAC, thence via

(assigned route). TAKE-OFF RUNWAY 25: Climbing right turn direct LMT VORTAC, thence via (assigned route).



AL-473 (FAA)

KLAMATH FALLS, OREGON

RNAV (GPS) RWY 14

10210 WAAS Rwy Idg 10301 RNAV (GPS) RWY 32 APP CRS CH 70702 TDŹE 4095 321° KLAMATH FALLS (LMT) Apt Elev 4095 W32A V For uncompensated Baro-VNAV systems, LNAV/VNAV NA MALSR MISSED APPROACH: Climb to 8600 direct below -23°C (-9°F) or above 41°C (105°F). DME/DME Δ 🚓 -‡-YUPUS and via track 249° to FEXAV and RNP-0.3 NA. For inoperative MALSR increase LPV visibility ASR/PAR via track 1.59° to LEESR and hold. all Cats. to RVR 5000. KINGSLEY APP CON KINGSLEY TOWER\* ATIS GND CON UNICOM 126.5 263.0 123.675 270.8 133.975 (CTAF) 0 257.8 121.9 348.6 122.95 ∧ 5030± 8 RW32 25 NA YUPUS X774 **FEXAV** .....249°..... 9500 4420 ∧ <sup>4364</sup>  $\bigcirc$ <sup>4671</sup>∧ 4183± SRCUS RW32 3.8 NM to RW32 4279 ± 6602 ¥739\± Λ (FAF) MZAMA 7 NM 8600 1040 8300 2615 (IAF) (3.6)8300 TULIP (IF) δÃ5° ZOOMI (6.4) (IAF) **ELEV 4095** D **MUREX** Procedure NA for arrivals at MUREX via V25 Southbound, and at TULIP via V452 Southeast bound. 4169±Λ 8600 YUPUS **FEXAV** LEESR VGSI and RNAV Procedure tr alidepath not coincident. Turn 249° 159° NA MZAMA \* LNAV only 4173 **SRCUS** 4143± 3.8 NM to 8300 \*1.8 NM to RW32 4122±∧ RW32 RW32 5258 X 100 GS 3.00° 6300 \*5360 TCH 55 **TDZE** 1.8 NM 2 NM 2.8 NM 7 8 NM 4095 CATEGORY В D IPV 4387/24 292 (300-1/2) DA 4182± LNAV/ DA 4674-11/2 579 (600-11/2) VNAV 4720/60 4720-11/2 4720/24 625 (700-1/2) REIL Rwy 25 LNAV MDA 625 (700-11/4) 625 (700-11/2) 321° to MIRL Rwy 7-25 1 4980-23/4 4840-1 4980-11/4 5060-3 **RW32** CIRCLING HIRL Rwy 14-32 1 745 (800-1) 885 (900-11/4) 885 (900-23/4) 965 (1000-3) KLAMATH FALLS, OREGON 42°09′N-121°44′W KLAMATH FALLS (LMT) Orig 29JUL10 RNAV (GPS) RW

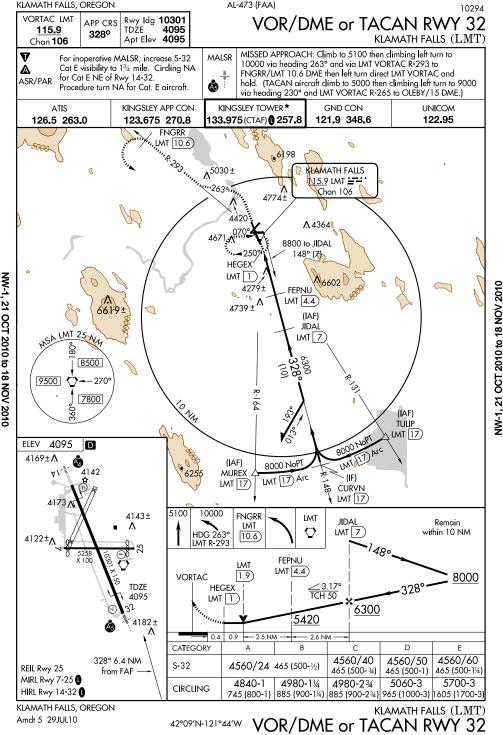
WW-1, 21 OCT 2010 to 18 NOV 2010

AL-473 (FAA)

KLAMATH FALLS, OREGON

KLAMATH FALLS, OREGON AL-473 (FAA) 10266 VORTAC LMT Rwy Idg 10301 VOR/DME or TACAN RWY 14 APP CRS 115.9 TDŹE 4091 1340 Apt Elev 4095 KLAMATH FALLS (LMT) Chan 106 MISSED APPROACH: Climb to 5000 then climbing V Circling NA for Cat E NE of Rwy 14-32. MALSF right turn to 9400 via heading 180° and LMT VORTAC A **\*** Inoperative table does not apply to Cats B and C. R-164 to MUREX/LMT 17 DME and hold, continue Visibility reduction by helicopters NA. ASR/PAR climb-in-hold to 9400, or as directed by ATC ATIS **GND CON** KINGSLEY APP CON KINGSLEY TOWER\* UNICOM 126.5 263.0 123.675 270.8 133.975 (CTAF) 🛈 257.8 121.9 348.6 122,95 8036 (IAF) SA LMT 25 M 9500 MIXUP 134° (5) 684 LMT 20 (IF) 8500 MUPEE 655 9500 -270 LMT 20 NECIE 7800 LMT 20 M 20 Arc 5841 КОТТА LMT 13.4 8208 5953 Procedure NA for arrivals at LMT VORTAC via air way EYOWO radials 314 CW 351. TWI 8.8 1300 ZAPUL 30, LMT 5.5 6198 CLEET 8 IAF 5030± LMT 4.4 KLAMATH FALLS (IAF) 6542 J 15.9 LMT 🖹 MAFEG TÉIFE Chan 106 LMT 1.5 MT 20 MISSED 11<u>5.9</u> LMT **APCH** Chan 106 4364 4671 **∧** FIX **ELEV 4095** D **MUREX** 800,,,,, LMT 17 4169± Λ 134° 7.4 NM 6602 from FAF 4142 TDZE 16619± 4091 4173 9400 MUREX 5000 VGSI and descent angles not coincident. 4143± MUPEE Λ Δ LMT (20) **KOTTA** 4122±∧ **EYOWO** hdg 180° LMT 13.4 ZAPUL LMT [17] LMT (8.6) LMT R-164 LMT [5.5] 5258 X 100 9500 - 1340 **VORTAC** CLEET <u>3.3</u>7° LMT (4.4) LMT TCH 50 7800 3.4) MAFEG Procedure 6800 LMT 1.5 Turn NA 5700 5300 ₹4182± 6.6 NM -3.1 NM 1.1 NM CATEGORY 4860-3/4 4860-21/4 4860-11/4 4860-21/2 4860-23/4 REIL Rwy 25 S-14 769 (800-¾) |769 (800-1¼)|769 (800-2¼)|769 (800-2½)|769 (800-2¾) MIRL Rwy 7-25 1 4980-23/4 5060-3 5700-3 4880-1 4980-1¼ CIRCLING HIRL Rwy 14-32 1 785 (800-1) 885 (900-11/4) 885 (900-23/4) 965 (1000-3) 1605 (1700-3) KLAMATH FALLS, OREGON 42°09′N-121°44′W KLAMATH FALLS (LMT) Amdt 5A 23SEP10 VOR/DME or TACAN RWY

WW-1, 21 OCT 2010 to 18 NOV 2010



120

RWY 32: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 07-25: H5258X100 (ASPH-GRVD)

4095 B S4 RWY 14-32: H10301X150 (ASPH-CONC-GRVD) S-110, D-145, 2S-175, 2D-230 RWY 14: MALSE, VASI(V4L)-GA 3.0° TCH 50', Tree.

4 SE UTC-8(-7DT) N42°09.37' W121°43.99'

S-38, D-52, 2D-87

ASDA-4746

ASDA-4953

UTC-8(-7DT)

FUEL 100LL, JET A NOTAM FILE LGD Not insp.

Chan 100

N44°50.44′

LDA-4439

LDA-4439

RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid depict 514'. Fence

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: Thid dsplcd 307', Railroad.

(LMT)

RWY 07: TORA-5260 TODA-5260

KLAMATH FALLS

MIRI

RWY 25: TORA-5260 TODA-5260

ARRESTING GEAR/SYSTEM **RWY 14** ← HOOK BAK-12B(B) (1500')

HOOK BAK-12B(B) (1500')→ RWY 32 AIRPORT REMARKS: Attended 1500-0600Z‡. For services after hours

ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14-32 and MIRL Rwy 07-25 and twy lgts-CTAF, Rwy lgts have a 30 second warm up delay.

call fixed base operator at 541-882-4681. Flocks of large migratory waterfowl in vicinity Nov-May. When twr closed

WEATHER DATA SOURCES: ASOS (541) 883-8127, HIWAS 115.9 LMT. COMMUNICATIONS: CTAF 133.975 ATIS 126.5 UNICOM 122.95

RCO 122.6 (MC MINNVILLE RADIO)

(R) KINGSLEY APP/DEP CON 123.675 (Mon-Fri 1600-0000Z‡ exc weekends and holidays), other times ctc R SEATTLE CENTER APP/DEP CON 127.6 **GND CON 121.9** 

TOWER 133.975 (1500-0600Z‡) AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' at fld. 4087/17E. HIWAS. VOR portion unusable:

050°-060° byd 30 NM blo 12,000′

060°-120° bvd 25 NM blo 12.000' 170°-195° byd 20 NM 210°-245° bvd 25 NM blo 12.000'

DME portion unusable: 105°-125° byd 7 NM blo 12,000'

153°-195° bvd 20 NM blo 11.000° 210°-305° byd 25 NM blo 10,500′

I-LMT Rwy 32.

ILS 109.5 LA GRANDE/UNION COUNTY (LGD) 4 SE

> R S4

RWY 12-30: H5600X100 (ASPH) S-65, D-90, 2S-114, 2D-130 RWY 12: PAPI(P2L). Road. RWY 30: REIL. PAPI(P2L)—GA 3.0°.

RWY 16-34: H3876X60 (ASPH) S-45, D-60, 2D-100 RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Thid dsplcd 486'. Road. AIRPORT REMARKS: Attended Dec-Mar 1600-0200Z‡, Apr-Nov

for aircraft over 12,500 pounds, Rwy 16-34 marked with reflectors. Twvs marked with blue reflectors. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 963-6824.

1500-0300Z‡. For attendant 24 hours call 541-963-6714. Extensive Forest Service opr during summer months. Landing fee

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE

W117°48.47' 323° 28.3 NM to fld. 3380/20E. LGD N45°20.55' W117°57.76' 194° 3.7

NM to fld. NOTAM FILE LGD. Unusable 160°-190° beyond 15 NM and 290°-315° beyond 15 NM.

FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT H-3B, L-21 IAP. AD 3 3 × X 100 0 Under Construction

KLAMATH FALLS

270°-280° byd 20 NM

320°-050° byd 30 NM

320°-125° bvd 20 NM

N45°17.41′ W118°00.43′

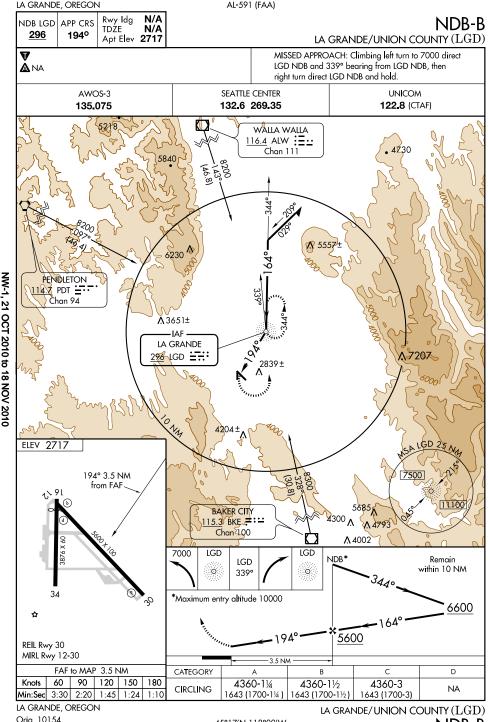
320°-050° bvd 23 NM blo 12.000'

320°-105° bvd 13 NM blo 13.000'

SEATTLE H-1C, L-13A

ΙΔΡ

3876 y Industrial Park 34



Orig 10154

NDB-B

AL-591 (FAA)

# RNAV (GPS) RWY 16

10182

WW-1, 21 OCT 2010 to 18 NOV 2010

LA GRANDE/UNION COUNTY (LGD)

V DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 9000 direct HIPVO and via **A** NA 139° track to NUDEQ and hold, continue climb-in-hold to 9000. If local altimeter setting not received procedure NA. AWOS-3 SEATTLE CENTER UNICOM 135,075 132.6 269.35 122.8 (CTAF)

Procedure NA for arrivals at TOLGA 1000 via V357 northwest, and arrivals at 2210 ATOKE via V182 northeast bound. RW16 25 Ny USOWE 10900 6400 , 163° (4) **EGHEB** 5840 4800 **163°** (10) (FAF) LIPMY 2869± ₹3651± LPV-Fly visual, 7933 163°-4.5 NM RW16 MISSED APCH FIX ELEV 2717 NUDEQ 163° to 8 NM RW16 9000 NUDEQ **USOWE** ر/ 91 \*LNAV only TDZE 139° Procedure 3 2717 tr Δ **EGHEB** Turn NA LIPMY LPV, Fly visual 7000 \*5.3 NM to .163° 163° 4.5 NM RW16 RW16 6400 GS 3.00° 4800 TCH 35 5.3 NM 1 NM 10 NM 4 NM 34 CATEGORY C D R ☆ LPV DA 4176-2 1459 (1500-2) 4176-3 1459 (1500-3) LNAV NA DA VNAV 4440-11/4 4440-11/2 LNAV MDA 4440-3 1723 (1800-3) 1723 (1800-11/4) 1723 (1800-1½) **REIL Rwy 30** 4440-11/4 4440-11/2 4440-3 1723 (1800-3) MIRL Rwy 12-30 CIRCLING 1723 (1800-11/4) 1723 (1800-11/2)

LA GRANDE, OREGON

NW-1, 21 OCT 2010 to 18 NOV 2010

LA GRANDE/UNION COUNTY (LGD) RNAV (GPS) RWY 16

Orig-A 01JUL10

45°17′N-118°00′W

HIWAS.

SFATTLE

KLAMATH FALLS

KLAMATH FALLS

KLAMATH FALLS

91

H-3B. L-11A

IAP

SEATTLE

L-1B

H-3B, L-11A

L-1C

RWY 15-33: 2150X100 (TURE) RWY 15: Trees RWY 33: Trees AIRPORT REMARKS: Unattended, Rwv 15-33 rwv ends marked with white mats. COMMUNICATIONS: CTAF 122.9

HIWAS 112 O LKV COMMUNICATIONS: CTAF/UNICOM 122.8

HIWAS.

LAKE WOAHINK SPB

LEBANON STATE

LENHARDT AIRPARK

RCO 122.3 (MC MINNVILLE RADIO)

RWY 16: VASI(V4L)-GA 3.0° TCH 55'.

LAKEVIEW RCO 122.3 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 127.6 RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

(S3Ø)

TPA-1020(1000)

NDB (MHW) 332 LBH

LAKE CO

**IAKFVIFW** LAKE CO

LAKE BILLY CHINOOK STATE (See CULVER)

LAKESIDE STATE (9S3) O NW UTC-8(-7DT)

(See LAKEVIEW) LAKER N45°32.46′ W122°27.74′.

**LAKEVIEW** N42°29.57′ W120°30.43′ (H) VORTACW 112.0 LKV Chan 57 147° 20.5 NM to Lake Co. 7460/19E.

NOTAM FILE PDX

277° 6.4 NM to Portland Intl.

NOTAM FILE MMV

(LKV) 3 SW UTC-8(-7DT) N42°09.67' W120°23.95'

RWY 34: REIL, VASI(V4R)-GA 3.0° TCH 55'.

B FUEL 100LL, JET A TPA-5733(1000) NOTAM FILE LKV

NOTAM FILE LKV.

RWY 16-34: H5306X100 (ASPH) S-74, D-86, 2S-109

MIRL

N43°34.99' W124°10.82'

AIRPORT REMARKS: Attended Apr-Sep 1700-0000Z±. Oct-Mar 1500-0100Z‡. Flocks of large waterfowl in vicinity Nov-May. Extensive airtanker ops in fire season. Possible glider ops on twv. Twy NE-SW used for strong cross wind ldg. Tetrahedron Igtng

inoperative, Rwv 16 thld lgts, Rwv 16-34 edge lgts and Twv B edge reflectors obscured by vegetation, ACTIVATE MIRL Rwy 16-34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34-CTAF. WEATHER DATA SOURCES: AWOS-3 135.525 (541) 947-5069.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 W120°30.43' 147° 20.5 NM to fld. 7460/19E.

(See FLORENCE)

1 SW UTC-8(-7DT) N44°31.79′ W122°55.77′ 344 B S4 FUEL 100LL, MOGAS TPA-1344(1000) NOTAM STATE MMV.

RWY 16-34: H2877X60 (ASPH)

RWY 16: PAPI(P2L)-GA 3.0°TCH 40'. Tree.

AIRPORT REMARKS: Attended continuously. Acft departing Rwy 34 make 10° left turn after takeoff as soon as safety

permits. Rwy 16-34 twy markings NSTD, marked with reflectors. COMMUNICATIONS: CTAF/UNICOM 122.8

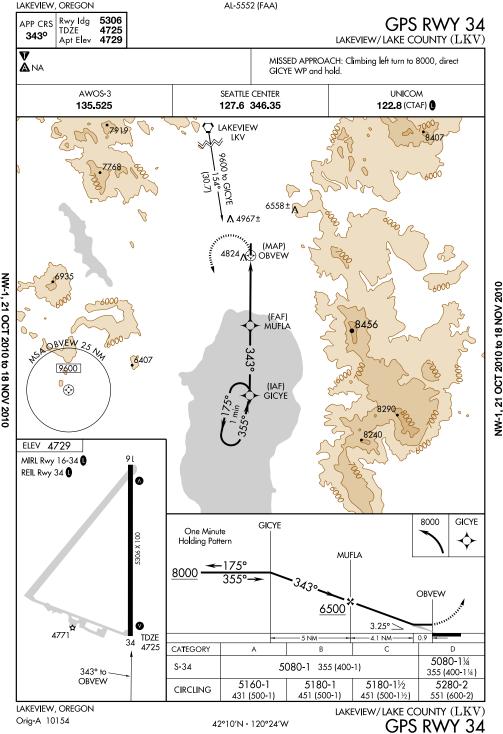
(See HUBBARD) **LEWISBURG** N44°36.82′ W123°16.24′.

NOTAM FILE CVO.

NDB (MHW) 225 LWG 169° 7.0 NM to Corvallis Muni.

KLAMATH FALLS

RWY 34: PAPI(P2L)—GA 3.5°TCH 40'. Thid dspicd 387'. Brush.



LAKEVIEW, OREGON AL-5552 (FAA) 10154 VORTAC LKV Rwy Idg VOR/DME-A LAKEVIEW/LAKE COUNTY (LKV) N/A APP CRS N/A 4733 112,0 1470 Apt Elev Chan **57** V MISSED APPROACH: Climb to 6200 then climbing A right turn to 9200 direct LKV VORTAC and hold. AWOS-3 SEATTLE CENTER UNICOM 135,525 127.6 346.35 122.8 (CTAF) ( 7234 8134 IAF LAKEVIEW MSA LKV 25 Ny 1<u>12.0</u> LKV **∷∷** <u>∺</u> Chan 57 9600 7270 7834 8.7 LKV 12.7 7700 (1.3) LKV 14) **∆**5219± 6558±∧ <sup>4967±</sup>Λ ELEV 4733 5479± ^\ MIRL Rwy 16-34 ( REIL Rwy 34 0 0 8456 6200 9200 LKV LKV 8.7 5306 X 100  $\Diamond$ LKV 12.7 LKV 8800 14) 1470 LKV 8000 19.6 Procedure 7700 Turn NA 4.53°≥ TCH 55 -1.3 NM-5.6 NM -4 NM 4771 CATEGORY 34 Α В 5600-1 5600-11/4 5600-21/2 5600-23/4 CIRCLING 867 (900-11/4) 867 (900-21/2) 867 (900-234) 867 (900-1)

LAKEVIEW, OREGON Orig 22OCT09

NW-1, 21 OCT 2010 to 18 NOV 2010

LAKEVIEW/ LAKE COUNTY (LKV)

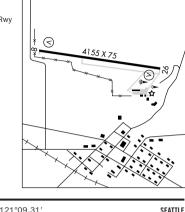
VOR/DME-A

122 OREGON LEXINGTON (9S9) 1 N UTC-8(-7DT) N45°27.25' W119°41.42'

RWY 08-26: H4155X75 (ASPH) S-12.5 MIRL 1.3% up E RWY 08: VASI(V2L)-GA 3.0° TCH 44'. Fence. RWY 26: VASI(V2L)-GA 3.5° TCH 59'. AIRPORT REMARKS: Unattended, Fuel 24 hours credit card syc avbl. Rwy 08-26 200' gravel E end, ACTIVATE MIRL Rwv 08-26-CTAF. WEATHER DATA SOURCES: AWOS-3 134.475 (541) 989-8557. COMMUNICATIONS: CTAF 122.9

1634 B FUEL 100LL TPA-2634(1000) NOTAM FILE MMV

R SEATTLE CENTER APP/DEP CON 132.6 RADIO AIDS TO NAVIGATION: NOTAM FILE PDT PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 225° 34.9 NM to fld. 1559/20E.



SEATTLE

I-13A

ΙΔΡ

IAP

SEATTLE

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MADRAS MUNI (S33)
                     3 NW UTC-8(-7DT) N44°40.21' W121°09.31'
        B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MMV
                                                                                      H-1B. L-13A
  RWY 16-34: H5089X75 (ASPH)
                           S-75, D-120, 2D-180 MIRL
   RWY 34: VASI(V4L)-GA 3.0°.
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RWY 04-22: H2701X50 (ASPH) S-16 0.3% up NE RWY 04: P-line. RWY 22: Road. AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Rwy 04-22 marked with white

reflectors, Rwv 16-34 blue reflectors on twys, ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 128.15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

4101/18E. HIWAS. MAHLON SWEET FLD (See EUGENE)

RWY 14-32: 2800X30 (TURF-GRVL)

MALIN

COMMUNICATIONS: CTAF 122.9

RWY 14: P-line.

HIWAS.

(4S7) 1 SE UTC-8(-7DT) N42°00.06' W121°23.78'

14-32 west half full length is TURF; east half full length is GRVL.

NOTAM FILE MMV

RWY 32: Road.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 356° 25.8 NM to fld. KLAMATH FALLS

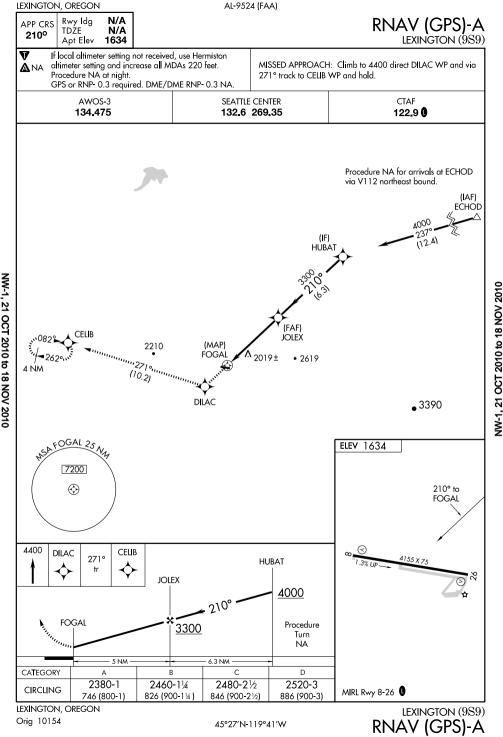
AIRPORT REMARKS: Unattended. Rwy 14-32 south 2500'. 3' irrigation sprinklers located along western edge. Rwy

(3S7) 2 S UTC-8(-7DT) N45°41.89' W123°55.79'

MANZANITA NEHALEM BAY STATE

4052

22 TPA-1022(1000) NOTAM FILE MMV RWY 15-33: H2350X50 (ASPH) RWY 15: Trees RWY 33: Deer and water fowl invof arpt. Unpaved twy and ramp. AIRPORT REMARKS: Unattended COMMUNICATIONS: CTAF 122 9



45°27'N-119°41'W RNAV (GPS) RWY 8

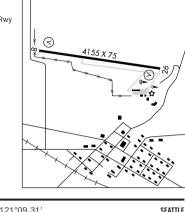
NW-1, 21 OCT 2010 to 18 NOV 2010

122 OREGON LEXINGTON (9S9) 1 N UTC-8(-7DT) N45°27.25' W119°41.42'

RWY 08-26: H4155X75 (ASPH) S-12.5 MIRL 1.3% up E RWY 08: VASI(V2L)-GA 3.0° TCH 44'. Fence. RWY 26: VASI(V2L)-GA 3.5° TCH 59'. AIRPORT REMARKS: Unattended, Fuel 24 hours credit card syc avbl. Rwy 08-26 200' gravel E end, ACTIVATE MIRL Rwv 08-26-CTAF. WEATHER DATA SOURCES: AWOS-3 134.475 (541) 989-8557. COMMUNICATIONS: CTAF 122.9

1634 B FUEL 100LL TPA-2634(1000) NOTAM FILE MMV

R SEATTLE CENTER APP/DEP CON 132.6 RADIO AIDS TO NAVIGATION: NOTAM FILE PDT PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 225° 34.9 NM to fld. 1559/20E.



SEATTLE

I-13A

ΙΔΡ

IAP

SEATTLE

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MADRAS MUNI (S33)
                     3 NW UTC-8(-7DT) N44°40.21' W121°09.31'
        B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MMV
                                                                                      H-1B. L-13A
  RWY 16-34: H5089X75 (ASPH)
                           S-75, D-120, 2D-180 MIRL
   RWY 34: VASI(V4L)-GA 3.0°.
```

RWY 04-22: H2701X50 (ASPH) S-16 0.3% up NE RWY 04: P-line. RWY 22: Road. AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Rwy 04-22 marked with white

reflectors, Rwv 16-34 blue reflectors on twys, ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 128.15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

4101/18E. HIWAS. MAHLON SWEET FLD (See EUGENE)

RWY 14-32: 2800X30 (TURF-GRVL)

MALIN

COMMUNICATIONS: CTAF 122.9

RWY 14: P-line.

HIWAS.

(4S7) 1 SE UTC-8(-7DT) N42°00.06' W121°23.78'

14-32 west half full length is TURF; east half full length is GRVL.

NOTAM FILE MMV

RWY 32: Road.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 356° 25.8 NM to fld. KLAMATH FALLS

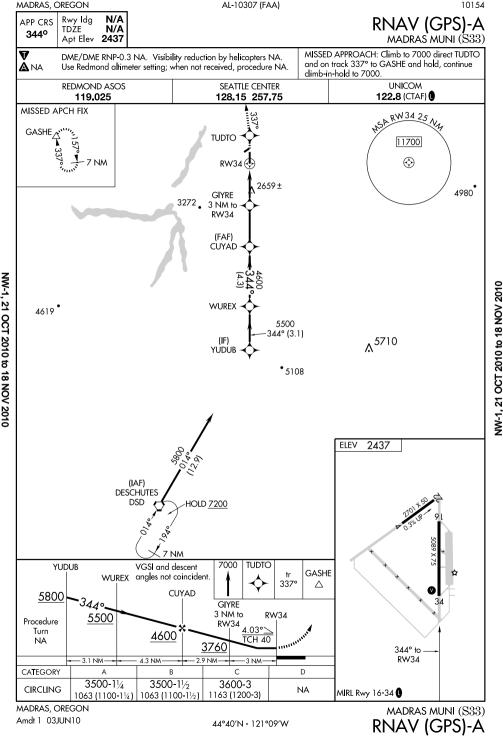
AIRPORT REMARKS: Unattended. Rwy 14-32 south 2500'. 3' irrigation sprinklers located along western edge. Rwy

(3S7) 2 S UTC-8(-7DT) N45°41.89' W123°55.79'

MANZANITA NEHALEM BAY STATE

4052

22 TPA-1022(1000) NOTAM FILE MMV RWY 15-33: H2350X50 (ASPH) RWY 15: Trees RWY 33: Deer and water fowl invof arpt. Unpaved twy and ramp. AIRPORT REMARKS: Unattended COMMUNICATIONS: CTAF 122 9



N42°00.13' W117°43.39'

### OREGON MC DERMITT STATE (26U)

0 W

TPA-5478(1000) NOTAM FILE MMV

AIRPORT REMARKS: Unattended. P-lines South and East. Vegetation

S-12.5

UTC-8(-7DT)

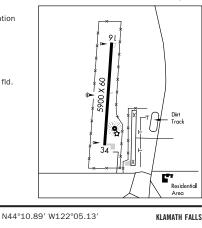
LIRI

4478

В RWY 16-34: H5900X60 (ASPH)

growing in primary sfc. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE REO. ROME (H) VORTACW 112.5 REO Chan 72 N42°35.43' W117°52.09' 151° 35.9 NM to fld. 4050/19E. NDB (MHW) 204 RMD N42°00.69' W117°43.26' at fld. NOTAM FILE MMV. VFR only.



KLAMATH FALLS

H-3C, L-11B

### MC KENZIE BRIDGE STATE (ØØS) 3 E UTC-8(-7DT) 1620 TPA-2620(1000)

NOTAM FILE MMV

RWY 06-24: 2600X90 (TURF)

RWY 06: Trees. RWY 24: Trees.

COMMUNICATIONS: CTAF 122.9 MC MINNVILLE MUNI (MMV) 3 SE UTC-8(-7DT)

S4 FUEL 100LL, JET A OX 1 NOTAM FILE MMV RWY 04-22: H5420X150 (ASPH) S-40, D-50, 2D-80 RWY 04: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Trees.

RWY 22: MALSR. PAPI(P4L)-GA 3.0° TCH 55'. Trees. RWY 17-35: H4340X75 (ASPH) S-40, D-50, 2D-80 RWY 17: Tree. AIRPORT REMARKS: Attended 1600Z‡-dusk. Fuel 24 hour credit card svc avbl. For fuel dusk-dawn contact fixed-base operator

503-472-0558. Military helicopter and parachute ops in area.

Scheduled by notam. High pressure bulk oxygen avbl Mon-Sat.

Glider ops Rwy 17-35 and within 8 NM blo 8000' during dalgt hours Feb-Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04-22-CTAF. WEATHER DATA SOURCES: ASOS 135.675 (503) 434-9153.

RCO 122.45 (MC MINNVILLE RADIO) R PORTLAND APP/DEP CON 126.0 (North) SEATTLE CENTER APP/DEP CON 125.8 (South)

COMMUNICATIONS: CTAF/UNICOM 123.0

**CLNC DEL** 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV. NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′

RCO 122 65 (MC MINNVILLE RADIO)

ILS 110.9 I-MMV Rwy 22. MCNARY FLD (See SALEM)

HIWAS.

### MEDFORD N42°23 50′ W122°52 73′ NOTAM FILE MER

Class 1A.

NDB (MHW) 356 MEF 148° 1.1 NM to fld. LOM unusable 220°-240° beyond 15 NM.

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AIRPORT REMARKS: Unattended. Wildlife on and invof arpt year round. Owner advises ctc with Oregon Dept of Aviation 503-378-4880 prior to use. Irregular winter maintenance. Rwy CLOSED when covered in snow. Rwy 6-24 slopes up to the east. Expect significant turbulence and downdrafts near rwy. Rwy 06-24 rough on east half. Land east-tkf west. Rwy 06 thld marked with white mats. Rwy edges marked with white panel markers. N45°11.67' W123°08.16' SEATTLE H-1B, L-1B IAP €3 œ G G G

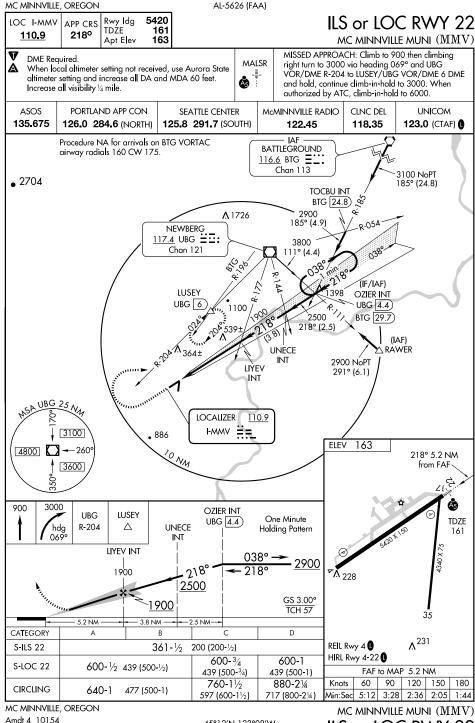
> KLAMATH FALLS L-21

1340)

35

194° 11.6 NM to fld. 1440/21E.

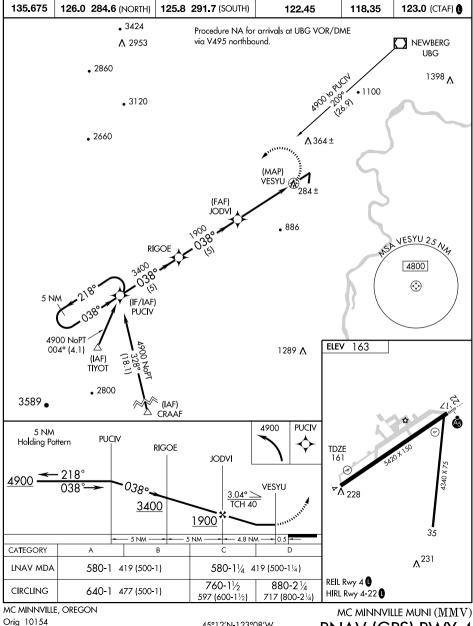
€3



MC MINNVILLE, OREGON

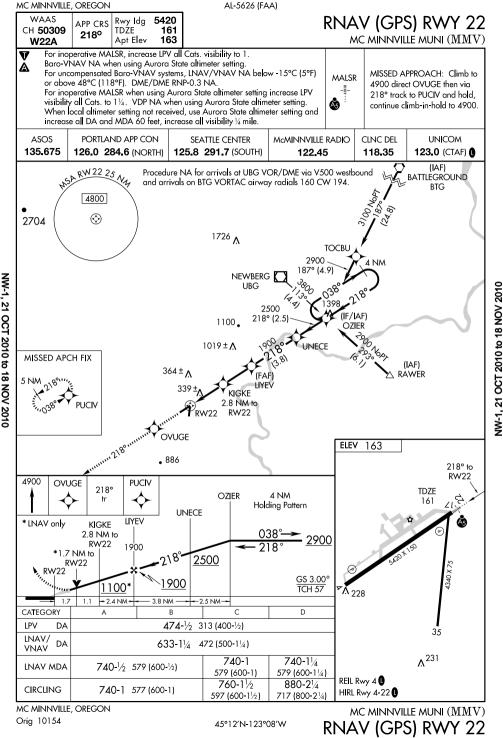
NW-1, 21 OCT 2010 to 18 NOV 2010

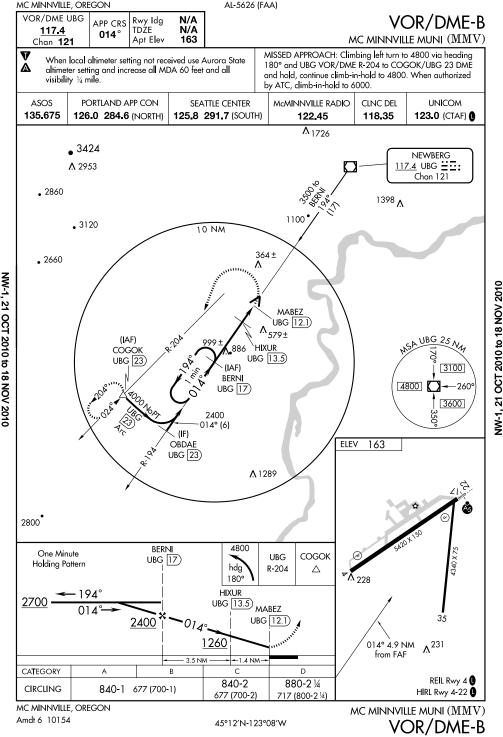
MC MINNVILLE, OREGON AL-5626 (FAA) RNAV (GPS) RWY 4 5420 Rwy Idg APP CRS TDŹE 161 038° 163 MC MINNVILLE MUNI (MMV) Apt Elev V DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing left turn to 4900 direct When local altimeter setting not received, use Aurora State altimeter A PUCIV and hold, continue climb-in-hold to 4900. setting and increase all MDA 60 feet and all visibility 1/2 mile. PORTLAND APP CON **ASOS** SEATTLE CENTER McMINNVILLE RADIO CLNC DEL UNICOM 126.0 284.6 (NORTH) 125.8 291.7 (SOUTH) 122.45 118.35 . 3424 Procedure NA for arrivals at UBG VOR/DME via V495 northbound Λ 2953 **NEWBERG** UBG . 2860 1500 15 100°CM <sup>1398</sup> ∧ • 1100 . 3120 \_ 2660 **∧** 364 ± (MAP) VESYU 🔊 (FAF) JODV

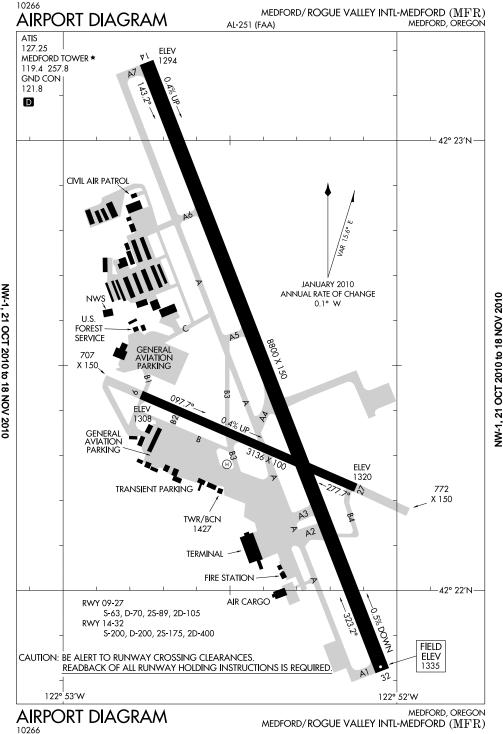


NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4







OREGON

124 MEDFORD

ROGUE VALLEY INTL—MEDFORD (MFR)

2D-400

Class I, ARFF Index B NOTAM FILE MFR RWY 14-32: H8800X150 (ASPH-GRVD) S-200, D-200, 2S-175, HIRL CL

3 N UTC-8(-7DT) N42°22.45′ W122°52.41′

IAP, AD Rwy 09-27: 3136 X 100 €3

KLAMATH FALLS

H-3B, L-21

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0 TCH 73' 0.4% up. RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 49' 0.5% down. RWY 09-27: H3136X100 (ASPH) S-63, D-70, 2S-89, 2D-105 MIRL(NSTD) 0.4% up E

FUEL 100LL, JET A OX 1, 3 TPA—See Remarks

RUNWAY DECLARED DISTANCE INFORMATION RWY 09: TORA-3136 TODA-3136 ASDA-3136 LDA-3136 RWY 14: TORA-8800 TODA-8800 ASDA-8800 LDA-8800 RWY 27: TORA-3136 TODA-3136 ASDA-3136 LDA-3136 RWY 32: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

AIRPORT REMARKS: Attended 1300-0800Z±. For fuel after hrs call 541-779-5451, or 541-842-2254. Bird hazard large flocks of migratory waterfowl in vicinity Nov-May. Rwy 09-27 CLOSED to

acft over 12,500 lbs GWT. PPR for unscheduled ops with more than 30 passenger seats, call arpt operations 541-776-7228. Rwy 32 preferred for tkfs and landings when twr clsd. Twy B/B-1

MIRL first 10' of Rwy 09 unigt and first 9' of Rwy 27 unigt, 3136 lgtd. ACTIVATE HIRL Rwy 14-32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. PAPI Rwy 14 and VASI Rwy 32 on continuously. U.S. Customs user fee arpt. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

not visible from twr between twy B-2 and AER 9. TPA-2304(969) for propeller acft; 2804(1469) for turbo acft. Rwy 09-27 NSTD

WEATHER DATA SOURCES: ASOS (541) 776-1238. HIWAS 113.6 OED. COMMUNICATIONS: CTAF 119.4 ATIS 127.25 **UNICOM 122.95** MEDFORD RCO 122.65 (MC MINNVILLE RADIO) R CASCADE APP/DEP CON 124.3 (1400-0700Z‡)

**SEATTLE CENTER APP/DEP CON 124.85 (0700-1400Z‡)** MEDFORD TOWER 119.4 (1400-0500Z‡) **GND CON 121.8** AIRSPACE: CLASS D svc 1400-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

(H) VORTACW 113.6 OED Chan 83 N42°28.78′ W122°54.77′ 145° 6.6 NM to fld. 2083/19E. HIWAS. MEDFORD NDB (MHW) 356 MEF N42°23.50′ W122°52.73′ 148° 1.1 NM to fld.

PUMIE NDB (LOM) 373 MF N42°27.06′ W122°54.80′ 140° 4.9 NM to fld. LOM unusable 260°-270° beyond 10 NM ILS/DME 110.3 I-MFR Chan 40 Rwy 14.

closed. LOC Back Course unusable byd 11 NM blo 7000', byd 13 NM blo 8300', byd 17 NM blo 8700'. LOC Back Course unusable byd 20° left of course.

MEMALOOSE (See IMNAHA)

MILLER MEMORIAL AIRPARK (See VALE) MONUMENT MUNI (12S) 1 NW

UTC-8(-7DT) N44°49.89' W119°25.78' 2323 TPA-3323(1000) NOTAM FILE MMV RWY 14-32: 2104X29 (ASPH)

RWY 14: Hill. AIRPORT REMARKS: Unattended. Intermittently CLOSED winters due to snow. Rwy 14 rwy ends marked at each corner by a single white tire. COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND-MURINO)

TPA-1600(981)

RWY 03-21: H2600X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7

NEHALEM BAY STATE

MYRTLE CREEK MUNI (16S) 2 SW

(See MANZANITA)

UTC-8(-7DT) N42°59.84' W123°18.92' NOTAM FILE MMV S-12 MIRI

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 41'. Tree. Rgt tfc.

RWY 21: Tree.

LOM PUMIE NDB. ILS unmonitored when tower SEATTLE

AIRPORT REMARKS: Unattended. Terrain rises to 2200' MSL within 2 miles on each side of rwy. ACTIVATE MIRL Rwys 03-21, REIL Rwy 03 and PAPI Rwy 03-CTAF. UNICOM unmonitored indef.

Class IA.

KLAMATH FALLS

(BRUTE5.BRUTE) 07298 MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) **BRUTE FIVE DEPARTURE** MEDFORD, OREGON SL-251 (FAA) -108.2 ABC ATIS 127.25 MOURN GND CON N42°59.50′ W123°00.47' MEDFORD TOWER ★ L-1-2 119.4 (CTAF) 257.8 **DREWS** CASCADE DEP CON★ 124.3 379.9 N42°43.75′ W122°53.38′ SEATTLE CENTER 124.85 306.3 H-3 **CUTTR UZEHE** N42°41.36′ N42°43.64' W122°43.71′ W122°57.52′ R-345 NOTE: DME required. TAKE-OFF MINIMUMS Rwy 9, NA - Obstacles Rwy 27, NA - Obstacle Rwys 14, 32: Standard with a minimum climb of: NW-1, 21 OCT 2010 to 18 NOV 2010 **ROGUE VALLEY** Cat A/B 400' per NM to 6300, 113.6 OED ... Cat C/D 460' per NM to 6000. Chan 83 060, **CEROS** MEDFORD N42°25.28′ 0980 356 MEF ... 063° (6) W122°35.07' 16) N42° 23.50′ - W122° 52.73′ **BRUTE** N42°24.45′ **LANKS** W122°43.35′ N42°21.94′ W122°36.75 . 4630 ± R-149 COPPO N42°13.77 **JADUN** N42°14.96′ W122°54.61' **HANDY** H-3 W122°46.89' N42°14.11′ W122°50.47 **FIBUR** H-3 N42°13.81′ W122°53.21 TALEM N42°08.83' W122°52.69′ **GRENA** N41°43.52' W122°29.16' (NARRATIVE ON FOLLOWING PAGE) L-2 **BRUTE FIVE DEPARTURE** MEDFORD, OREGON MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) (BRUTE5.BRUTE) 07298

MEDFORD, OREGON

BRUTE FIVE DEPARTURE



NW-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

COPPO TRANSITION (BRUTE5.COPPO): From over BRUTE INT via OED R-098 to

LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTE5.CUTTR): From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5.DREWS): From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME.

GRENA TRANSITION (BRUTE5.GRENA): From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then

via OED R-138 to GRENA INT. HANDY TRANSITION (BRUTE5.HANDY): From over BRUTE INT via OED R-098 to

LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME. LANKS TRANSITION (BRUTE5.LANKS): From over BRUTE INT via OED R-098 to

LANKS INT.

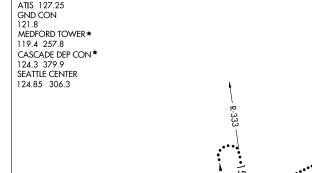
MOURN TRANSITION (BRUTE5.MOURN): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT. TALEM TRANSITION (BRUTE5.TALEM): From over BRUTE INT via OED R-098 to LANKS

INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME. UZEHE TRANSITION (BRUTE5.UZEHE): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

R-070



**ROGUE VALLEY** 1<u>13.6</u> OED 🗔 ...

L-2, H-3

Chan 83 N42°28.78′ - W122°54.78′

2318±

TAKE-OFF MINIMUMS RWY 32: 1700-3 or standard with minimum climb

of 300' per NM to 3000'. RWYS 9, 14, and 27: Not authorized for this departure procedure.

ATC climb rate of 410' per NM until passing 6300 required.

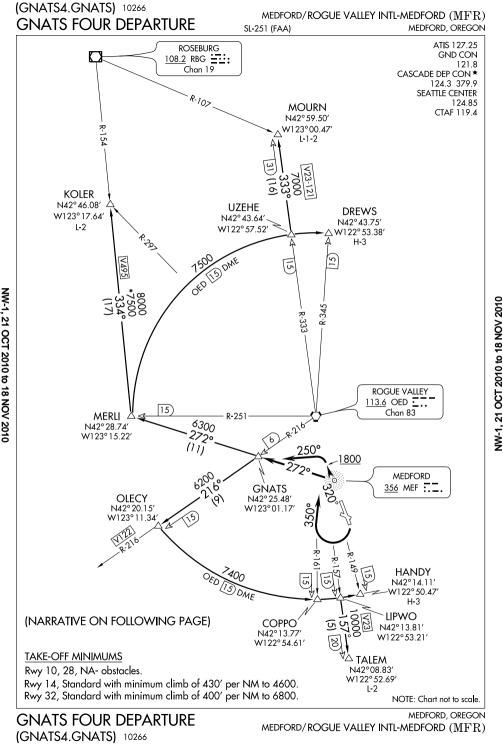


NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000' or assigned altitude, expect radar vectors to assigned route. Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum enroute altitude before proceeding on course.



V

NW-1, 21 OCT 2010 to 18 NOV 2010

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) SL-251 (FAA) MEDFORD, OREGON

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn on heading 350° and MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climb on heading 320° to 1800 then climbing left turn on heading 250° to intercept MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

....on (transition) or (assigned route). Maintain 11000 or assigned lower altitude.

COPPO TRANSITION (GNATS4.COPPO): From over GNATS INT via OED R-216 to

OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS4.DREWS): From over GNATS INT via the MEF NDB

272° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME. HANDY TRANSITION (GNATS4.HANDY): From over GNATS INT via the OED R-216

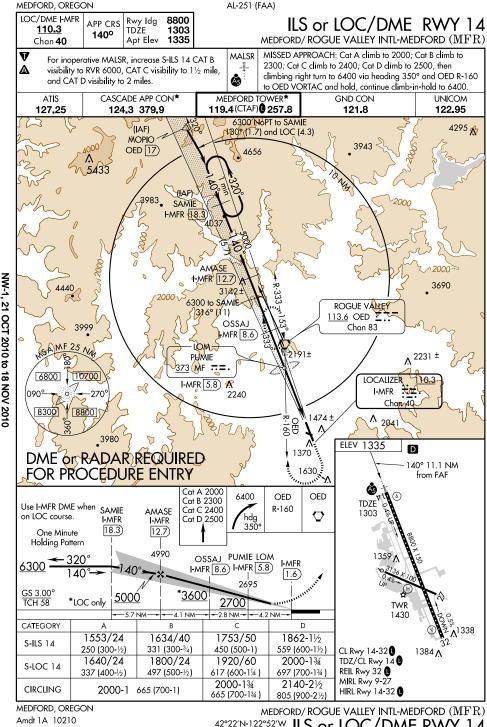
to OLECY INT, then via the OED 15 DME Arc to HANDY DME. KOLER TRANSITION (GNATS4.KOLER): From over GNATS INT via MEF NDB 272°

bearing to MERLI INT, then via RBG R-154 to KOLER INT.

MOURN TRANSITION (GNATS4.MOURN): From over GNATS INT via MEF NDB 272° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to

MOURN INT. TALEM TRANSITION (GNATS4.TALEM): From over GNATS INT via OED R-216 to

OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to TALEM DME.



₩ -1,

(JKSN8.OED) 10266 MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR) JACKSON EIGHT DEPARTURE

ATIS 127.25 GND CON

SL-251 (FAA) MEDFORD, OREGON

121.8 CASCADE DEP CON ★ 124.3 379.9 SEATTLE CENTER 124.85 CTAF 119.4 **ROGUE VALLEY** 113.6 OED ... Chan 83 N42°28.78′ - W122°54.78′ L-2, H-3 -1800

TAKE-OFF MINIMUMS Rwy 10, 28, NA- obstacles.

Rwy 14, Standard with minimum climb of 430' per NM to 4600. Rwy 32, Standard with minimum climb of 300' per NM to 6800.

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010



NW-1, 21 OCT 2010 to 18 NOV 2010

# DEPARTURE ROUTE DESCRIPTION

1800

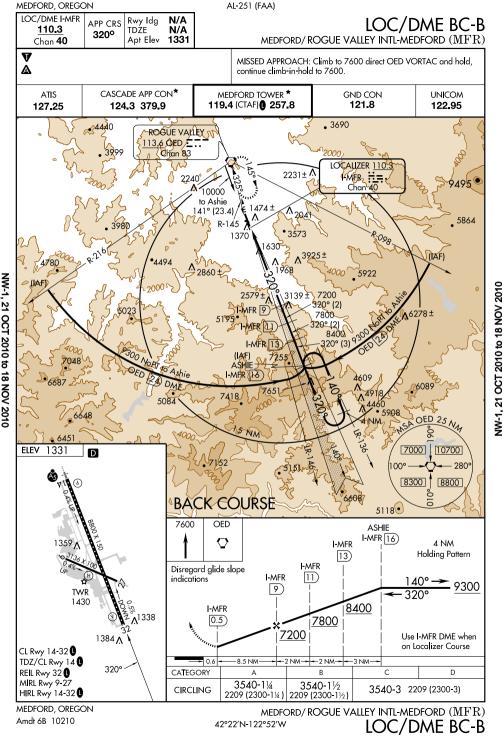
TAKE-OFF RUNWAY 14: Climb heading 143° to 1800 then right turn, thence. . . .

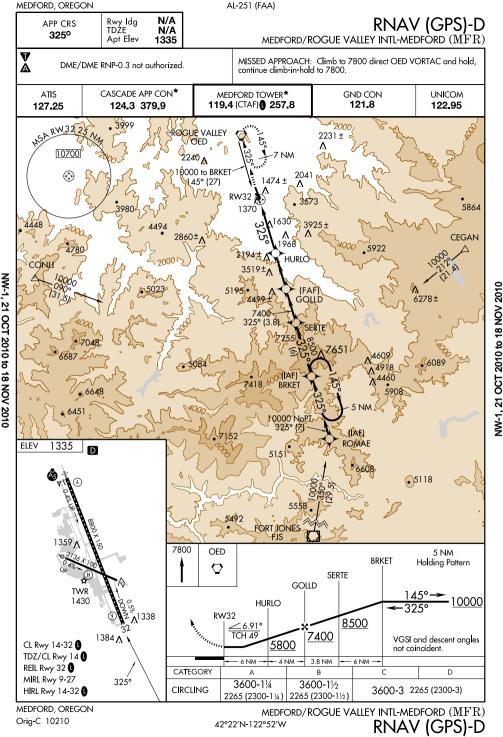
TAKE-OFF RUNWAY 32: Climb heading 323° to 1800, thence. . . .

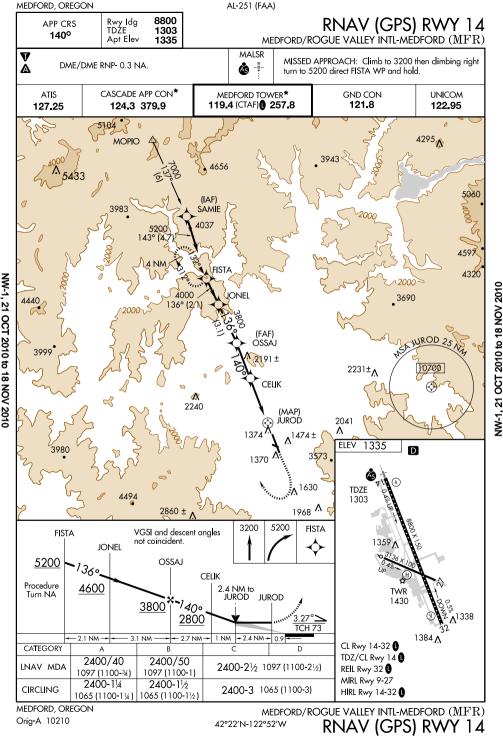
. . . . climb direct OED VORTAC, continue climb in OED VORTAC holding pattern to at or above 7000' before proceeding on course.

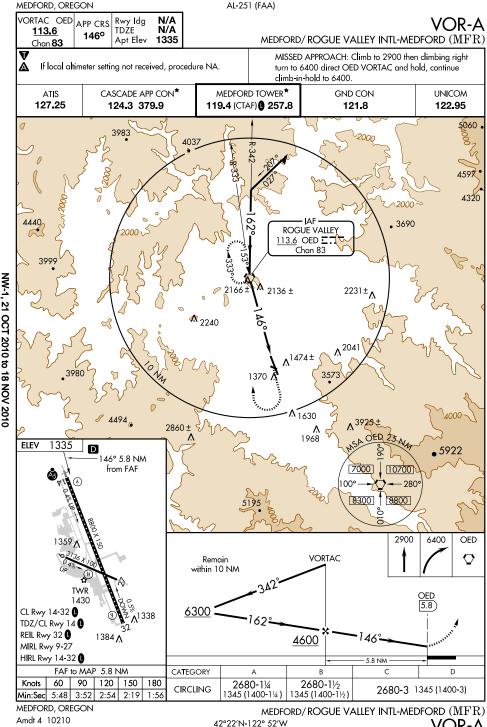
JACKSON EIGHT DEPARTURE (JKSN8.OED) 10266

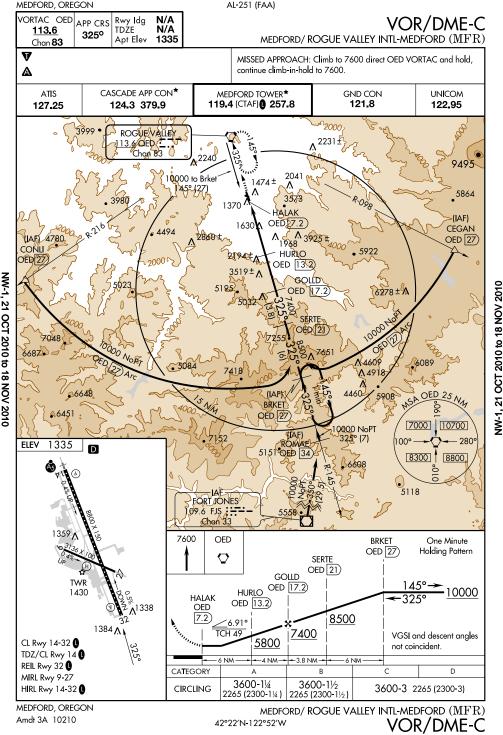
MEDFORD, OREGON MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

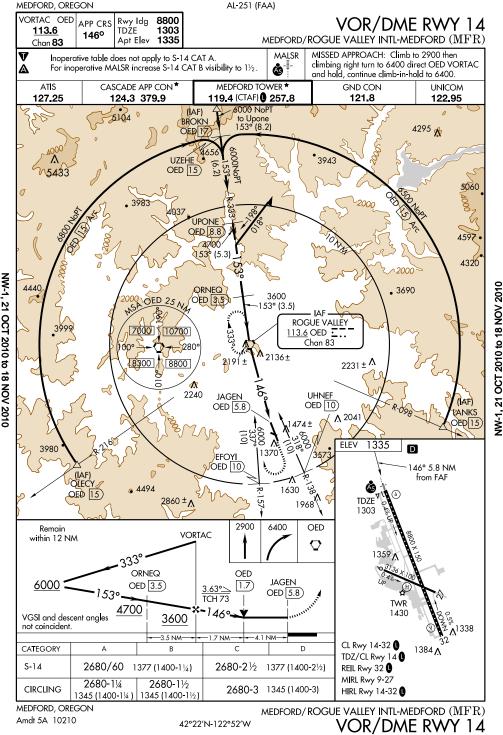








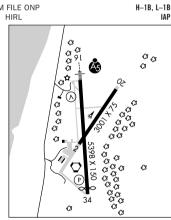




NEWBERG N45°21.19′ W122°58.69′. NOTAM FILE MMV. SEATTLE (H) VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State, 1440/21E, HIWAS. H-1B. L-1B RCO 122.45 (MC MINNVILLE RADIO) NFWBFRG CHEHALEM AIRPARK (17S) 4 N UTC-8(-7DT) N45°19.42′ W123°03.26′ SFATTLE FUEL 100LL, JET A NOTAM FILE MMV RWY 07-25: H2285X40 (ASPH) RWY LGTS(NSTD) RWY 07: Thid dsplcd 300', P-line. RWY 25: Tree. AIRPORT REMARKS: Attended 1600-0200Z‡. Rwy 25 has noise abatement procedures in effect for more information ctc aprt manager 503-537-0108, Rwy 07-25 NSTD basic markings, NSTD size, rwy edge strips, Rwy 07 dsplcd thid NSTD markings, NSTD size, Rwy 07-25 NSTD green thid lgts at W end only; no thid lgts on E end; 300'

NRFGNN

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SPORTSMAN AIRPARK
                       (2S6)
                              1 SE
                                      UTC-8(-7DT) N45°17.74' W122°57.32'
                                                                                                    SEATTLE
  181 S4
              FUEL 100LL, JET A
                                NOTAM FILE MMV
  RWY 17-35: H2755X50 (ASPH)
                               S-30
                                        LIRI
    RWY 17: Thid dspicd 369'. Tree.
                                        RWY 35: Thid dsplcd 315'. Brush. Rgt tfc.
  AIRPORT REMARKS: Attended dawn-dusk, Arpt lgts opr sunset-0800Z±, For LIRL Rwy 17-35 after 0800Z± phone
    503-538-2134. Rwy 17-35 alligator cracks, dips, patch work in poor condition and edge cracks, needs joint
    sealing.
  COMMUNICATIONS: CTAF 122 9
    PORTLAND CLNC DEL 126.0
NEWPORT MUNI
                 (ONP)
                         3 S UTC-8(-7DT)
                                               N44°34.82′ W124°03.48′
                                                                                                    SFATTLE
               FUEL 100LL, JET A Class IV, ARFF Index A
                                                         NOTAM FILE ONP
  RWY 16-34: H5398X150 (ASPH)
                                S-75, D-120, 2S-152, 2D-170
    RWY 16: MALSR. VASI(V4R)-GA 3.0° TCH 50'. Rgt tfc.
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125

RWY 34: REIL, PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 300'. RWY 02-20: H3001X75 (ASPH) S-33, D-50, 2D-84 MIRL 1.0% up NE RWY N2. Ground RWY 20: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 02: TORA-3001 TODA-3001 ASDA-3001 LDA-3001 RWY 16: TORA-5398 TODA-5398 ASDA-5398 LDA-5398 LDA-3001 RWY 20: TORA-3001 TODA-3001 ASDA-3001 RWY 34: TORA-5398 TODA-5398 ASDA-5398 LDA-5398 AIRPORT REMARKS: Attended 1600-0100Z‡. For fuel after hours call 541-867-3655 or 541-961-9725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 541-867-7422, ACTIVATE MALSR Rwv 16, MIRL Rwv 02-20, HIRL Rwy 16-34, and REIL Rwy 34-CTAF. WEATHER DATA SOURCES: AWOS-3 133.9 (541)-867-4175. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 125.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.

(H) VORTACW 117.1 ONP Chan 118 N44°34.52'

W124°03.64′ at fld. 150/19E. VORTAC unusable:

N44°40.56′ W124°03.92′

342°-007° byd 35 NM blo 5,000′ 112°-132° byd 35 NM blo 8,000'

dspicd thid unletd. COMMUNICATIONS: CTAF 122.9

007°-047° bvd 35 NM blo 6.000' 057°-112° bvd 35 NM blo 7.000′

AGGET NDB (LOM) 350

ILS 111.5 I-ONP

NORTH BEND N43°24.93′ W124°10.11′ (L) VORTACW 112.1 OTH VORTAC unusable:

012°-087° byd 30 NM blo 5000'. RCO 122 4 (MC MINNVILLE RADIO)

ON

Rwy 16.

NOTAM FILE OTH

LOM AGGET NDB. LOM unusable 360°-150°

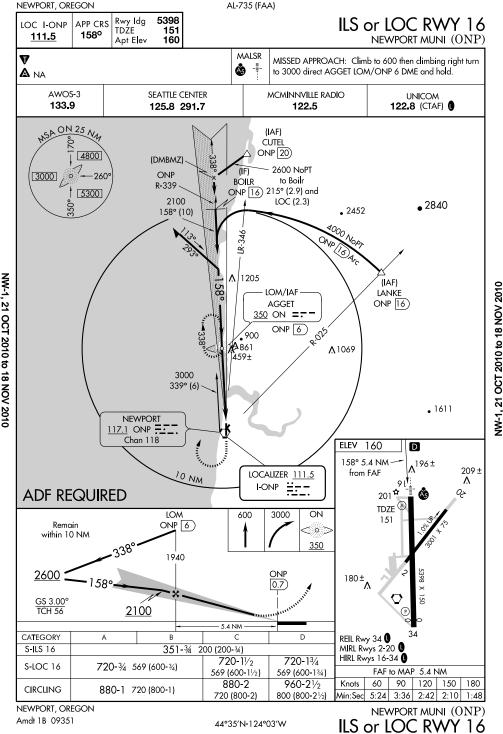
Chan 58 253° 3.4 NM to Southwest Oregon Rgnl, 707/18E, HIWAS.

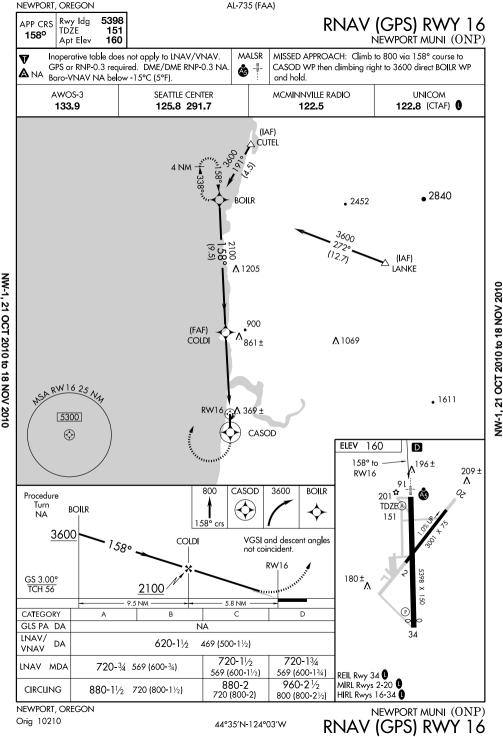
KLAMATH FALLS

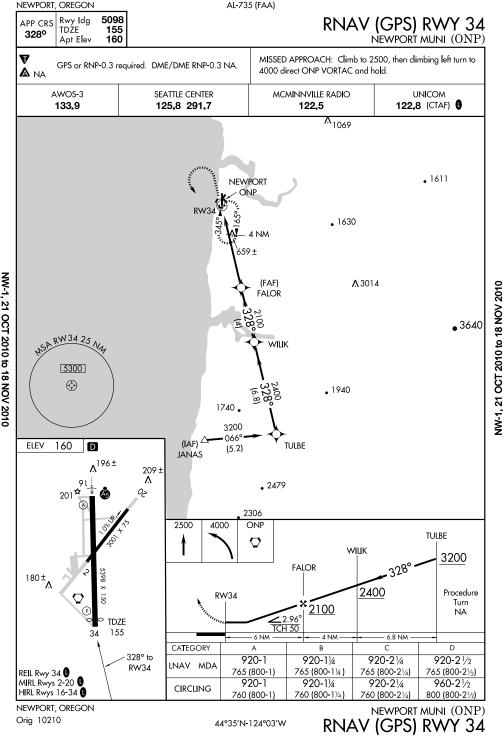
L-1A

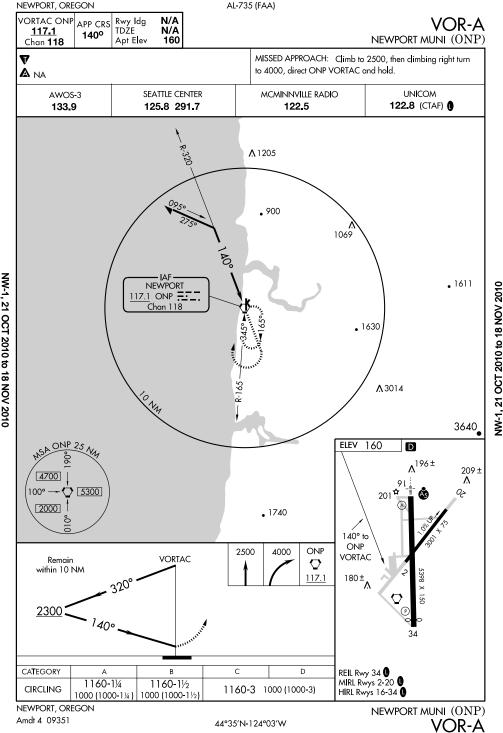
132°-162° bvd 35 NM blo 5.000'

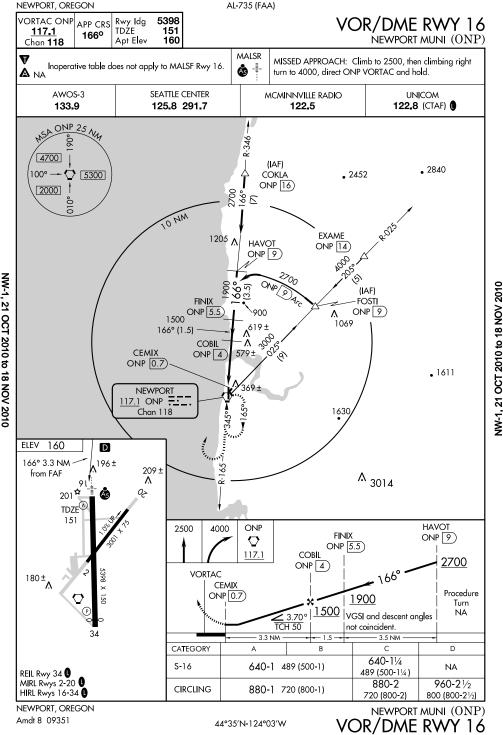
158° 5.8 NM to fld. Unusable 360°-150°





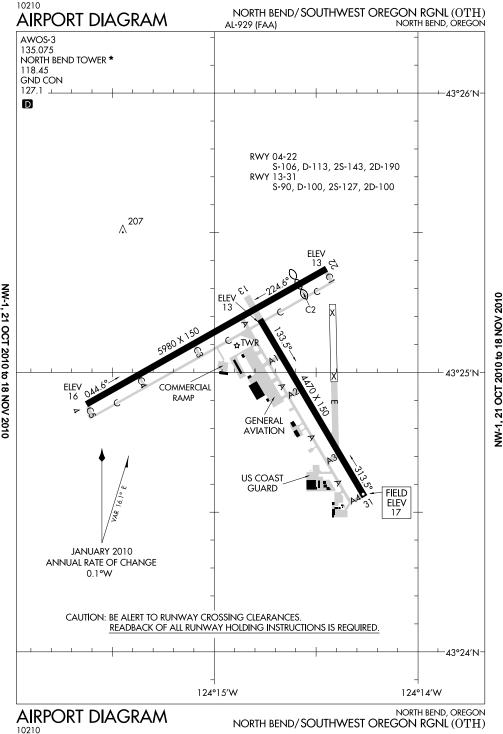






NEWPORT, OREGON AL-735 (FAA) 09351 5098 VOR/DME RWY 34 VORTAC ONP Rwy Idg APP CRS TDŹE 155 <u>117.1</u> 327° NEWPORT MUNI (ONP) Apt Elev 160 Chan 118 V MISSED APPROACH: Climb to 2500 then climbing left turn to A NA 4000 direct ONP VORTAC and hold. AWOS-3 SEATTLE CENTER MCMINNVILLE RADIO **UNICOM** 133.9 125.8 291.7 122.8 (CTAF) ( 122.5 NEWPORT . 1611 117.1 ONP ... Chan 118 . 1630 CEMAR ONP 0.2 659 ± 3700 147° (6.2) (IAF) **FALOR ∧**3014 NW-1, 21 OCT 2010 to 18 NOV 2010 ONP (6.2) 3640 WILIK ONP 10.2) ONP 25 My 2700 NoPT 1940 4700 327° (6.8) 100° 5300 (IAF) 2000 **JANAS TULBE** 3700 NoPT ONP [17] ONP [17] ONP [17] Arc **ELEV** 160 D ∧<sup>196±</sup> 209 ± 2479 9l 201**☆** ۸ 2306 **FALOR** 4000 ONP 2500 ONP 6.2 Remain  $\Diamond$ within 10 NM 117.1 14>0 **CEMAR** WILIK 180± ONP 0.2 ONP 10.2 3700 3.43° TCH 50 **VORTAC** 2700 VGSI and descent 2400 angles not coincident 155 34 0.2 NM -6 NM 4 NM D CATEGORY В C 327° 6 NM 920-1 920-11/4 920-21/4 920-21/2 S-34 from FAF REIL Rwy 34 0 765 (800-1) 765 (800-11/4) 765 (800-21/4) 765 (800-21/2) MIRL Rwys 2-20 U 920-1 920-11/4 920-21/4 960-21/2 CIRCLING HIRL Rwys 16-34 ( 760 (800-11/4) 760 (800-21/4) 800 (800-21/2) 760 (800-1 NEWPORT, OREGON NEWPORT MUNI (ONP) Amdt 1A 22OCT09 44°35′N-124°03′W

VOR/DME RWY 34



OREGON 126

FUEL 100LL, JET A

## NORTH BEND

SOUTHWEST OREGON RGNL (OTH)

RWY 04-22: H5980X150 (ASPH-PFC-GRVD)

RWY 13-31: H4470X150 (ASPH-GRVD) S-90, D-100, 2S-175, 2D-100 MIRL

RWY 04: MALSR, REIL, VASI (V4R)-GA 3.0° TCH 38', Boat,

1 NW UTC-8(-7DT) N43°25.02' W124°14.82'

S-106, D-113, 2S-143, 2D-190

LDA-5321

NOTAM FILE OTH

HIRL

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Class I. ARFF Index A

RWY 13: REIL. Ship. RWY 31: REIL. PAPI(P4L)-GA 4.0° TCH 50'. Road. Rgt tfc.

S4

RWY 22: Thid dsplcd 660'. Ship.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5321 TODA-5321

ASDA-5321 LDA-5321 ASDA-6000

RWY 22: TORA-6000 TODA-6000 AIRPORT REMARKS: Attended continuously. Services avbl 1600-0100Z±.

for services after hours call 541-756-5181 or 541-756-6903. Migratory flocks of waterfowl on and in vicinity of arpt, PAEW invof

rwys and twys 1530-2330Z‡. Ship channel crosses Rwy 04 approximately 3 mile from thid, crosses Rwy 13 and Rwy 22 approximately 1000' to 1700' from thid, mast heights to 140'.

Landing fee. Non-commercial landing fee for all acft over 12,500 lbs. ACTIVATE MALSR Rwy 04-CTAF. HIRL Rwy 04-22 and MIRL Rwy 13-31 opr continuously at night. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 756-0135.

HIWAS 112.1 OTH. COMMUNICATIONS: CTAF 118 45

NORTH BEND RCO 122.4 (Mc MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 121.4

NORTH BEND TOWER 118.45 (1500-0500Z±) GND 127.1

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.

NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 253° 3.4 NM to fld. 707/18E. HIWAS.

EMIRE NDB (LOM) 378 OT N43°23.67′ W124°18.62′ 046° 3 1 NM to fld

NDB unusable 360°-165° bvd 10 NM. ILS 108.5 I-OTH Rwy 04. LOM EMIRE NDB.

OAKRIDGE STATE (5SØ) 1 W UTC-8(-7DT)

#### N43°45.16' W122°30.15' TPA-2393(1000) NOTAM FILE MMV

KLAMATH FALLS

KLAMATH FALLS

H-1B. L-1A

IAP, AD

RWY 09-27: H3610X47 (ASPH)

RWY 09: Trees. RWY 27: Road.

AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. US Forest Service helicopters active in vicinity of

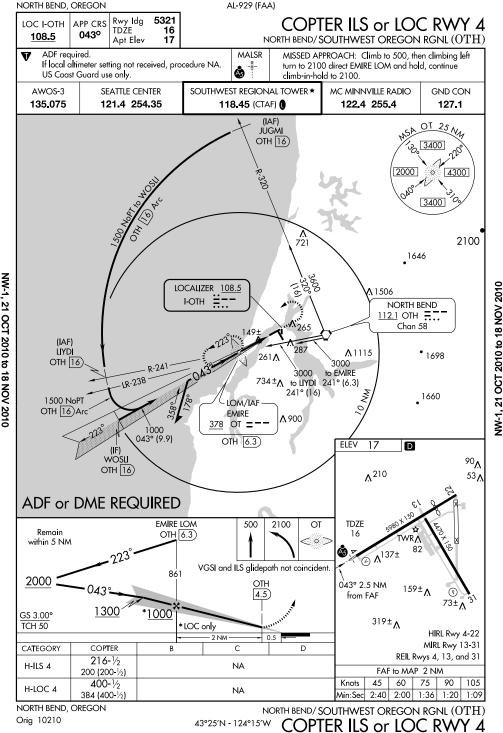
arpt during fire season. Deer and elk on and invof arpt. COMMUNICATIONS: CTAF 122 9

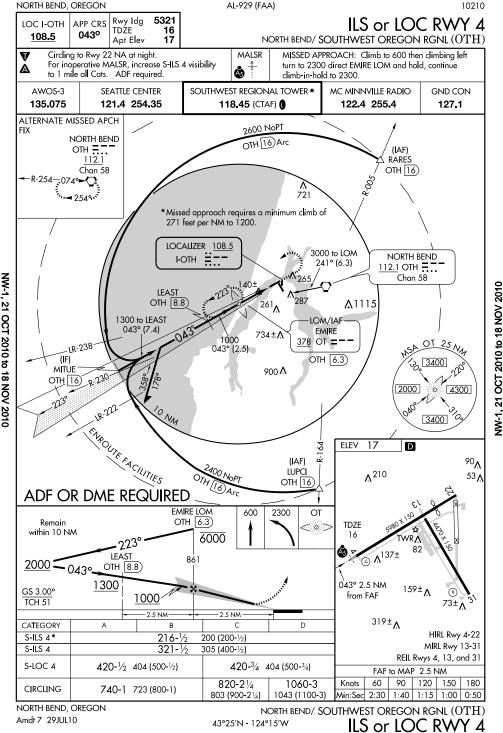
RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

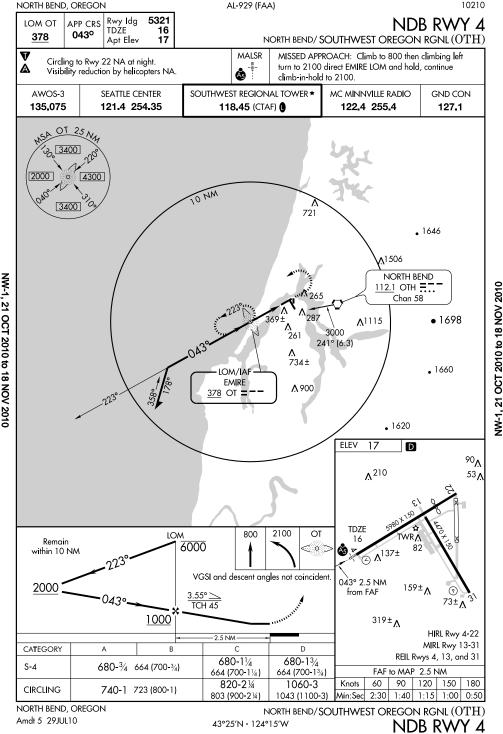
EUGENE (H) VORTACW 112.9 EUG

Chan 76 N44°07.25' W123°13.37' 105° 38.3 NM to fld. 364/20E. HIWAS.

L-1A G G G G







transitions.

NOTE: DME required for DEROY/LEDGE

with minimum climb of 300' per NM to 900. Rwy 13: 400-1 with minimum climb of 330' per NM to 1200.

Rwy 22: Standard.

Rwy 31:  $300-1\frac{3}{4}$  or Standard with minimum climb of 280' per NM to 300.

Rwy 4: Standard with minimum climb of 475' per NM to 1200 or 900-3

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WW-1, 21 OCT 2010 to 18 NOV 2010

V

NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

LEDGE

N43°04.94'

W124°11.01′

TAKE-OFF RUNWAYS 4, 31: Climbing left turn heading 220° and OTH R-250 thence. . . . TAKE-OFF RUNWAYS 13, 22: Climbing right turn heading 280° and OTH R-250 thence. . . .

....continue climbing via OTH R-250 to 1300 then right turn direct OTH VORTAC, thence via assigned transition.

DEROY TRANSITION (OTH5.DEROY): From over OTH VORTAC via OTH R-117 to DEROY DME.

GAMMA TRANSITION (OTH5.GAMMA): From over OTH VORTAC via OTH R-346 to GAMMA INT.

LEDGE TRANSITION (OTH5.LEDGE): From over OTH VORTAC via OTH R-164 to LEDGE DME.

RARES TRANSITION (OTH5.RARES): From over OTH VORTAC via OTH R-005 to RARES INT. SCOTY TRANSITION (OTH5.SCOTY): From over OTH VORTAC via OTH R-026 to SCOTY INT.

NORTH BEND FIVE DEPARTURE (OTH5.OTH) 10154 NORTH BEND, OREGON

# TAKE-OFF OBSTACLE NOTES

NW-1, 21 OCT 2010 to 18 NOV 2010

Rwy 4: OL on ant. 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL.

OLs on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL.

Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL.

OLs on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL.

Transmission tower, 5031' from DER, 677' right of centerline, 213' AGL/216' MSL.

Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL.

Bldgs beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13: Bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL.

Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL.

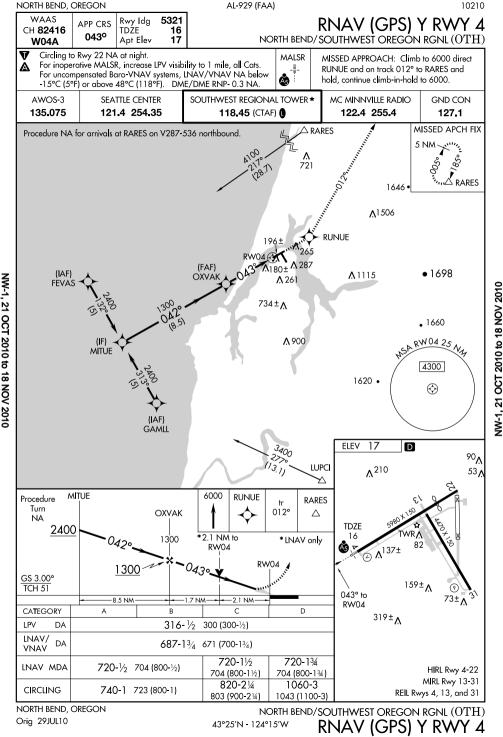
Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Bldgs beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Ant. on bldg 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL.

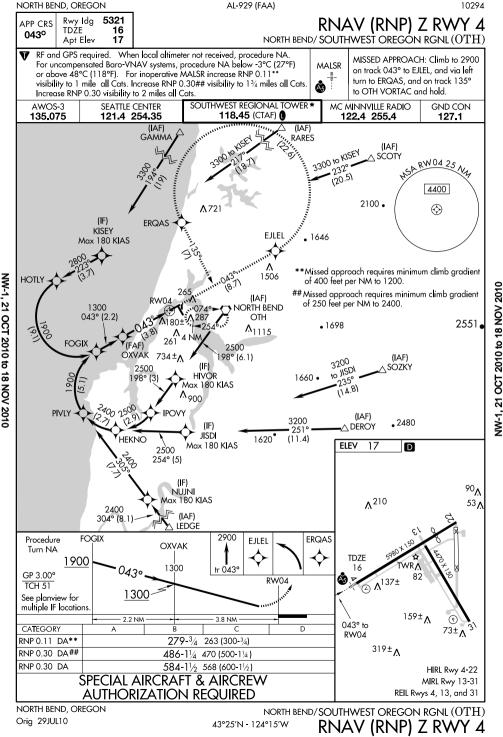
Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL.

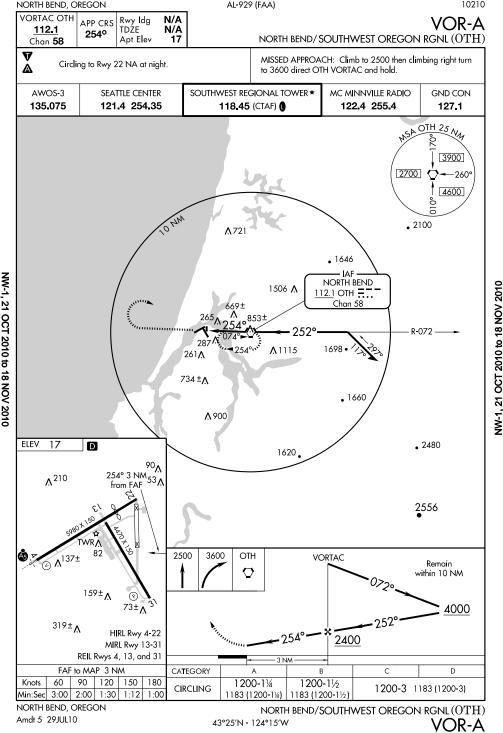
Rwy 22: Ship 4050' from DER, on centerline, up to 140' MSL.

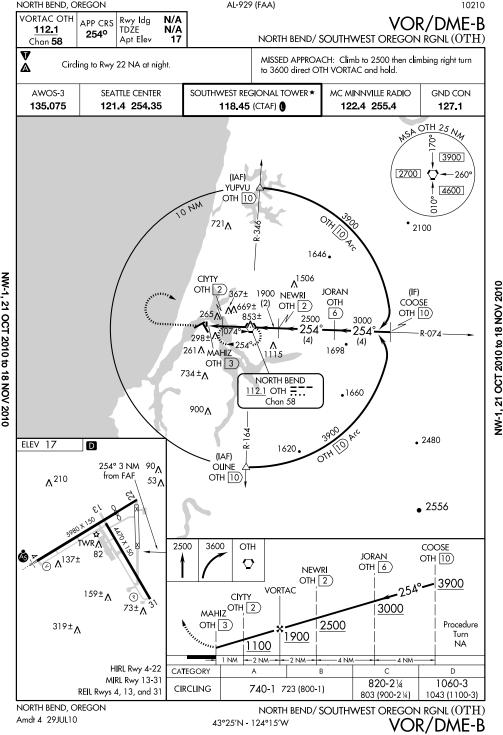
Rwy 31: Ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL.

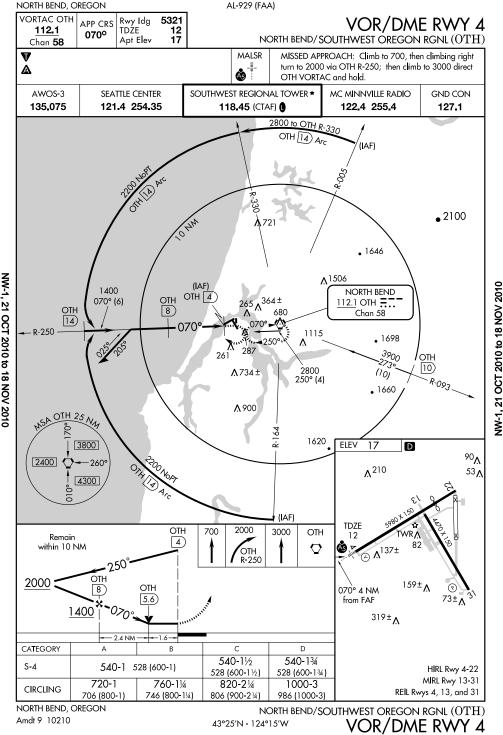
Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.











# OREGON

(ONO)

RWY 14-32: H5011X100 (ASPH) S-30 D-50 RWY 32: REIL. PAPI(P2L)-GA 3.0° AIRPORT REMARKS: Attended 1500-0000Z‡. Self serve card lock fuel

WEATHER DATA SOURCES: ASOS 135.275 (541) 889-7388.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) SALT LAKE CENTER APP/DEP CON 128.05 RCO 122.3 (MC MINNVILLE RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

OWYHEE RESERVOIR STATE

RWY 13-31: 1840X30 (DIRT)

COMMUNICATIONS: CTAF 122 9

TPA-3680(1000)

ONTARIO MUNI

2193 B S4

avbl 24 hrs. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32-CTAF. PAPI Rwy 32 OPR continuously.

UTC-8(-7DT) N43°25.49' W117°20.73'

3 W UTC-7(-6DT) N44°01.16' W117°00.78'

Golf Course

KLAMATH FALLS H-1C, L-11B

KLAMATH FALLS

IAP

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17' W116°11.53' 291° 45.3 NM to fld. 2876/17E. NDB (MHW) 305 ONO N44°01.18' W117°00.50' at fld. NOTAM FILE ONO.

(28U) 25 SW

NOTAM FILE MMV

FUEL 100LL, JET A NOTAM FILE ONO

PACIFIC CITY STATE (PFC) 1 S UTC-8(-7DT) N45°11.99' W123°57.74' NOTAM FILE MMV 5 TPA-1005(1000)

Arpt in canyon, surrounded by high terrain.

RWY 14-32: H1875X30 (ASPH) S-7 RWY 14: Thid dsplcd 300', P-line.

RWY 32: Trees. AIRPORT REMARKS: Unattended, Rwy may be under water during winter high tides. Occasional driftwood on rwy due to flooding. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Ramp in poor condition. Rwv 14-32 NSTD basic markings, markings NSTD size/placement and rwv edge markings. COMMUNICATIONS: CTAF 122.9

AIRPORT REMARKS: Unattended. Rwy 13-31 sfc rough, loose rocks, soft when wet, subject to washouts. Owner

PAISLEY (22S) 3 NW UTC-8(-7DT) N42°43.08' W120°33.77' B TPA-5395(1000) NOTAM FILE MMV RWY 13-31: H4300X60 (ASPH)

RCO 122 2 (MC MINNVILLE RADIO)

COMMUNICATIONS: CTAF 122.9

**2AWIH** 

AIRPORT REMARKS: Unattended. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

SFATTI F KLAMATH FALLS

LAKEVIEW (H) VORTACW 112.0 Chan 57 LKV

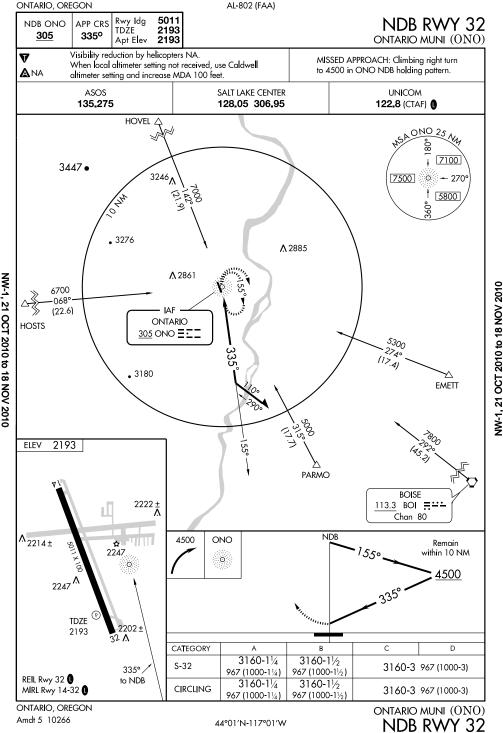
advises ctc with State Department of Aviation 503-378-4880 prior to use. Remote airport, no ground access.

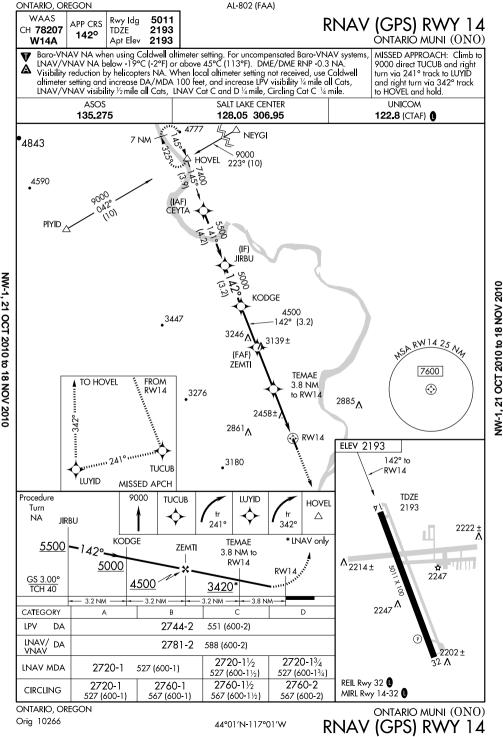
331° 13.7 NM to fld. 7460/19E. N42°29.57′ W120°30.43′

PENDLETON N45°41.91′ W118°56.32′ NOTAM FILE PDT. (H) VORTACW 114.7 PDT Chan 94 073° 4.1 NM to Eastern Oregon Rgnl at Pendleton. 1559/20E. HIWAS.

SFATTI F H-1C. L-13A

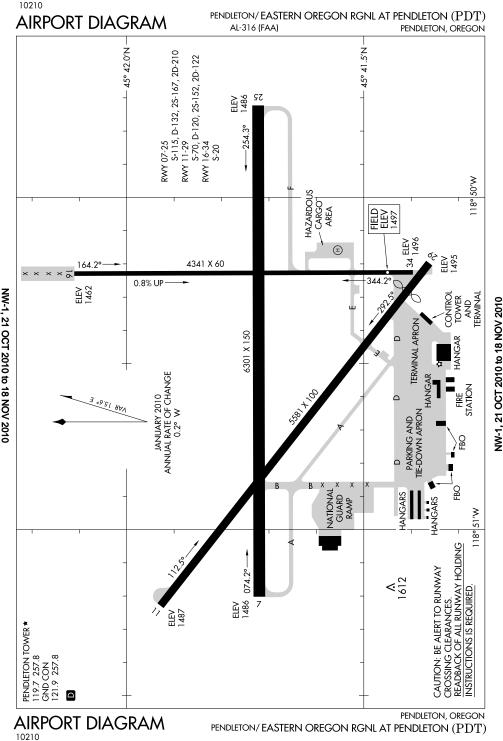
L-11A





ONTARIO, OREGON AL-802 (FAA) WAAS Rwy Idg 5011 RNAV (GPS) RWY 32 APP CRS CH **87007** TDŹE 2193 322° Apt Elev ONTARIÓ MUNI (ONO) W32A 2193 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) MISSED APPROACH: Climb or above 44°C (111°F). Baro-VNAV and VDP NA when using Caldwell altimeter setting. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. to 9000 direct ZEMTI and A via 323° track to HOVEL and hold, continue climb-in-hold to 9000. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C and D and Circling Cat C visibility 1/4 mile. **ASOS** SALT LAKE CENTER UNICOM 135.275 128.05 306.95 122.8 (CTAF) ( MISSED APCH FIX 3246 NSA RW32 25 1/2 3447 ZEMTI 7 NM -7500 ( HOVEL 3276 Λ 2885 <sup>2861</sup>∧ RW32 🌺 2260 ± **HOSTS** 2499± (IAF) EMETT (FAF) 3180 6100 YENUR 1000 5000 229° 125.11 (13) 6 5000 **ELEV 2193** (IF) (IAF) **OYABU** UKAY (5.5) (IAF) **PARMO** 9000 HOVEL ZEMT Procedure 2222 ± tr Turn **OYABU** 323° Δ NA Λ<sub>2214±</sub> \*LNAV only YENUR ŵ \* 1.7 NM 5000 2247 322° to RW32 RW32 GS 3.00° 4200 2247 TCH 40 7 NM 4.4 NM 6 NM CATEGORY В D LPV 2443-1 250 (300-1) DA 2202 ± TDZE 32 A LNAV/ DA VNAV 2510-11/4 317 (400-11/4) 2193 2760-11/2 2760-13/4 322° to LNAV MDA 2760-1 567 (600-1) 567 (600-11/2) 567 (600-134) RW32 REIL Rwy 32 2760-11/2 2760-2 2760-1 CIRCLING 567 (600-1) MIRL Rwy 14-32 1 567 (600-2) 567 (600-11/2) ONTARIO, OREGON ONTARIO MUNI (ONO) Orig 10266 44'01'N-117°01'W RNAV (GPS) RW

NW-1, 21 OCT 2010 to 18 NOV 2010



OREGON

FUEL 100LL, JET A1 +, MOGAS

#### PENDLETON EASTERN OREGON RGNL AT PENDLETON (PDT) 3 NW UTC-8(-7DT) N45°41.70' W118°50.49'

128

RWY 07-25: H6301X150 (ASPH-PFC)

2D-122

RWY 25: MALSR, PAPI(V4L)-GA 3.0° TCH 55'. RWY 11-29: H5581X100 (ASPH-GRVD) S-70, D-120, 2S-152.

RWY 34: TORA-4341

COMMUNICATIONS: CTAF 119.7

HIWAS. ILS 110.3

PINEHURST STATE

PORTI AND

RWY 07: ODALS. VASI(V4R)-GA 3.0° TCH 47'. Ground.

MIRL

RWY 11: REIL, PAPI(V4L)-GA 3.0° TCH 47', Ground,

RWY 29: REIL, PAPI(V4L)-GA 3.0° TCH 35', Thid dspicd 456'.

RWY 16-34: H4341X60 (ASPH)

RWY 11: TORA-5581

touchdown runway visual range avbl.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

(24S)

I-PDT

TPA-4638(1000)

RCO 122.6 (MC MINNVILLE RADIO)

NOTAM FILE MMV HELIPAD H1: H80X80 (CONC)

and tkf 040°/068°/115°. Landing fee. COMMUNICATIONS: CTAF/UNICOM 123 075

PORTLAND DOWNTOWN HELIPORT

RWY 04-22: H2800X30 (ASPH) RWY 04: Trees.

COMMUNICATIONS: CTAF 122.9 PORTLAND N45°41.92′ W122°55.52′

PENDLETON RCO 122.2 (MC MINNVILLE RADIO) R CHINOOK APP/DEP CON 133,15 (1400-0600Z±). R SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡) PENDLETON TOWER 119.7 (1400-0400Z±).

AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS E.

Rwv 25.

1 SW

RWY 22: Trees.

RUNWAY DECLARED DISTANCE INFORMATION TODA-5581 RWY 16: TORA-4341

TODA-4341

more than 30 passenger seats except PPR 24 hrs call

TODA-4341

WEATHER DATA SOURCES: ASOS 118.325 (541) 278-2329. HIWAS 114.7 PDT.

UNICOM 122.95

Class IE.

NOTAM FILE MMV

Owner advises contact Oregon Dept. of Aviation 503-378-4880 prior to use.

(61J)

00 N

UTC-8(-7DT)

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

S - 20

ASDA-5581 ASDA-4341 RWY 29: TORA-5581 TODA-5581 ASDA-5581

ASDA-4341

0.8% up SE

S-115, D-132, 2S-167, 2D-210

LDA-4341 AIRPORT REMARKS: Attended 1400-0400Z±. Services available from FBO between 0400-1400Z<sup>±</sup> by phone call 541-276-3313/3373.

north end of terminal building area obstructed from view of tower by terminal building. ACTIVATE MALSR Rwy 25. ODALS Rwy 07, HIRL Rwy 07-25, MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29, when twr clsd-CTAF. Rwy 25

**GND CON 121.9** 

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 073° 4.1 NM to fld. 1559/20E.

AIRPORT REMARKS: Unattended, Irregular winter maintenance, Arpt may be clsd by snow, Rwy 04-22 70' trees along both sides of rwy 125' from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy.

HELIPORT REMARKS: Unattended. +199' radio twr (lgtd) 4950' E of heliport in flight apch and tkf 025°. Helipad H1 yellow perimeter Igts, blue centerline twy Igts to helipads. Helipad H1 single heliport with 4 flight apchs 162°/220°/248°/295°/ and tkf directions 342°/040°/068°/115°. Arrow lgts for flight apch 220°/248°/295°

LOC and GS unmonitored when twr clsd.

UTC-8(-7DT) N45°31.52' W122°40.26'

N42°06.61' W122°22.99'

Not insp.

LDA-5581

LDA-4341

Self fuel avbl 24 hrs. CLOSED to unscheduled air carrier ops with 541-276-4411. Deer on and invof arpt Apr and Aug especially

exercise extreme caution at intersection of ramp and Rwy 29

mornings and evenings. Twy B clsd south of Twy A. Pilots shall

SEATTLE

IAP. AD

H-1C, L-13A

KLAMATH FALLS

SEATTLE

SEATTLE

L-1C

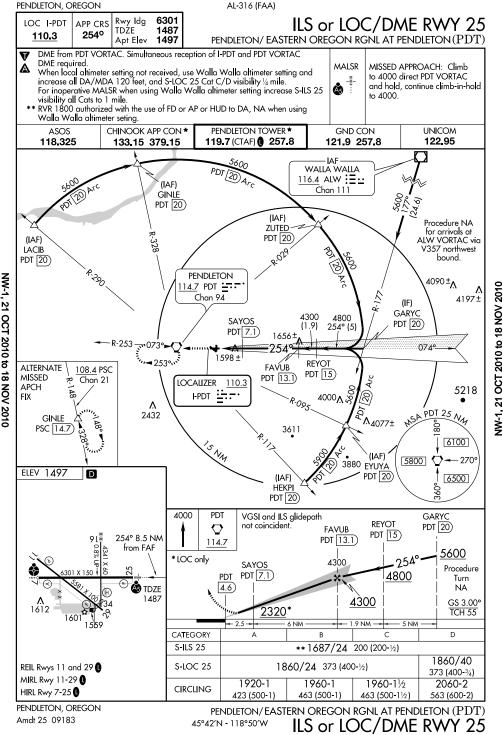
LDA-5125

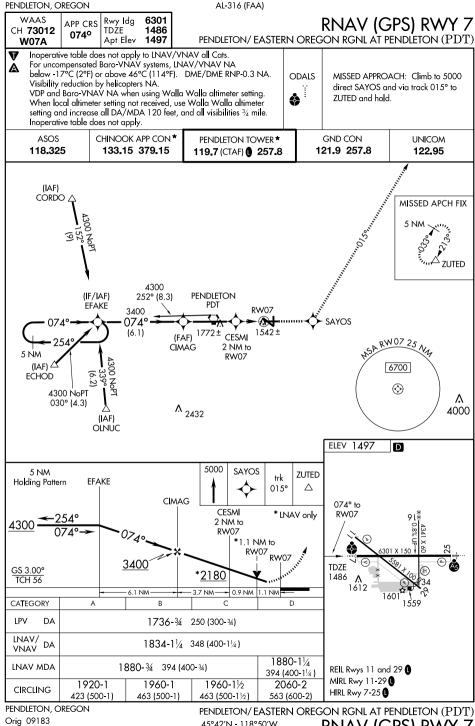
Class IV. ARFF Index A

NOTAM FILE PDT

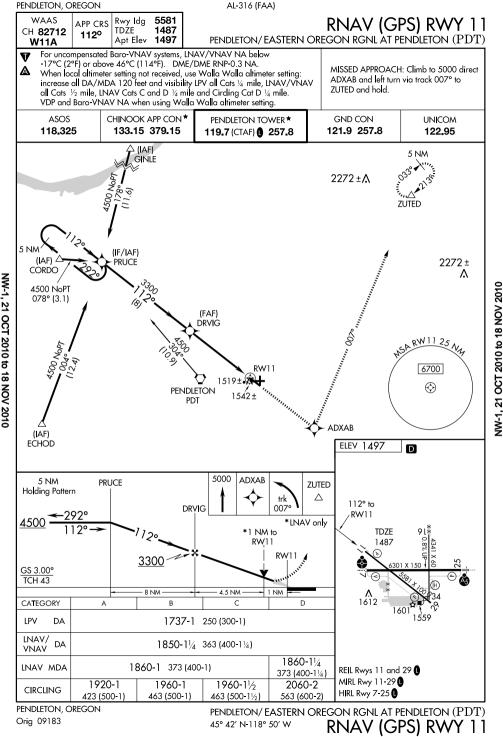
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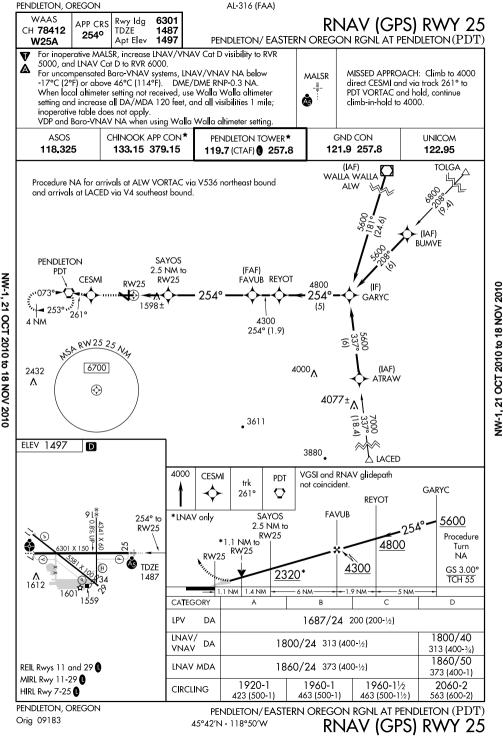
HIRL

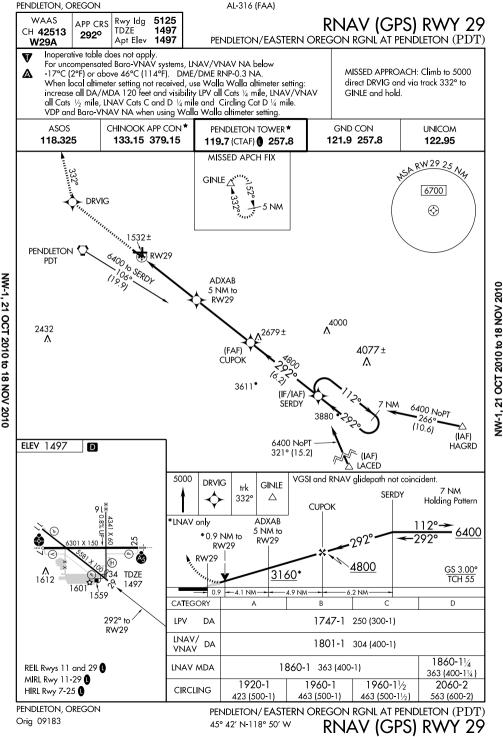




RNAV (GPS) RWY 7



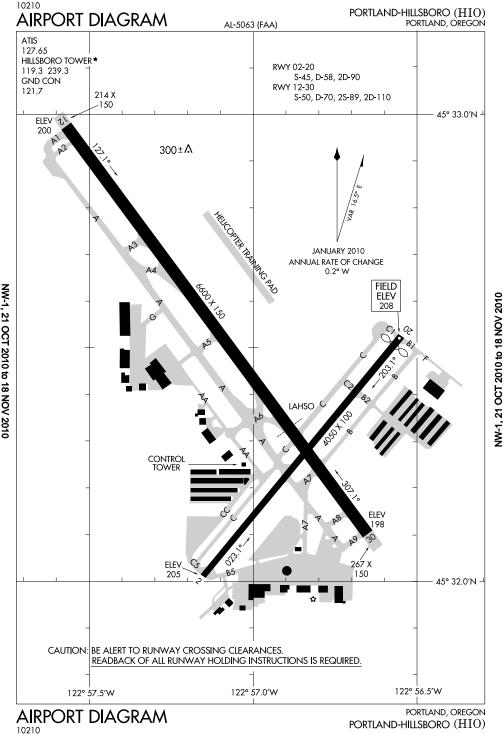




Amdt 15 09183

NW-1, 21 OCT 2010 to 18 NOV 2010

45°42′N - 118°50′W



OREGON 129 (HIO) 15 SW UTC-8(-7DT) N45°32.44′ W122°57.01′

S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—1208 (1000) LRA NOTAM FILE HIO

SEATTLE

IAP. AD

H-1R I-1C

AIRPORT REMARKS: Attended 1400-0600Z‡. Rwy 02-20 CLOSED to touch and go landings between 0600-1400Z±. Be alert for bird

RWY 20: VASI(V4L)—GA 3.0° TCH 50', Thid dspicd 172', Fence. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI **RWY 12** 02-20 4922 activity in vicinity Nov to May. Noise abatement procedures in effect call 503-693-1963 or 503-460-4068. Rwy 12 run-up area not visible from twr. Rwy 12 touchdown rwy visual range avbl. Commercial acft and operators of acft with an FAA certified maximum gross Idg weight that exceeds 10,000 lbs are required to pay a ldg fee. When twr clsd ACTIVATE MALSR Rwy 12-CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice €3 required Mon-Sat 0100-1400Z± and 24 hrs Sun and holidays, Ldg

MIRI

HIRI

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WEATHER DATA SOURCES: ASOS (503) 640-2984. COMMUNICATIONS: CTAF 119.3 ATIS 127.65. UNICOM 122.95 (R) APP/NFP CON 126 O HILLSBORO TOWER 119.3 (1400-0600Z‡). GND CON 121.7

RWY 12-30: H6600X150 (ASPH) S-50, D-70, 2S-89, 2D-110

RWY 12: MALSR, PAPI(P4L)-GA 3.0° TCH 49'. RWY 30: REIL PAPI(P41)—GA 3 0° TCH 50' Trees Ret tfc

RWY 02-20: H4050X100 (ASPH) S-45, D-58, 2D-90

RWY 02: VASI(V4L)—GA 3.0° TCH 50'. Tree. Rgt tfc.

PORTLAND-HILLSBORD

208

fee

AIRSPACE: CLASS D svc 1400-0600Z‡ other times CLASS E.

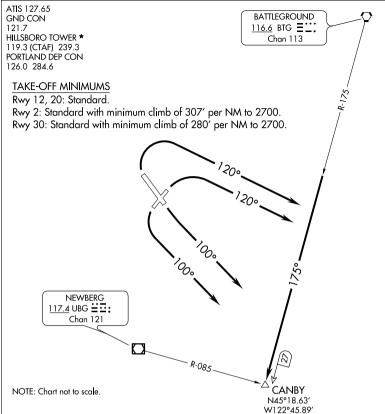
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 345° 11.3 NM to fld.

1440/21E. HIWAS. BANKS NDB (MHW) 356 PND N45°37 82′ W123°02 75′ 122° 6 7 NM to fld NOTAM FILE HIO

ILS 110.7 I-HIO Rwv 12. Class IE. ILS unmonitored when ATCT closed, Localizer unusable byd 27°

each side of course COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

(BERNI1.BERNI) 10266 PORTLAND-HILLSBORO (HIO) BERNI ONE DEPARTURE (RNAV) SL-5063 (FAA) PORTLAND, OREGON ATIS 127.65 GND CON 700 121.7 HILLSBORO TOWER\* 308° 119.3 (CTAF) 239.3 **HETAT** PORTLAND DEP CON 126.0 284.6 128° 교 1200 SANKR **JERUX** NOTE: GPS Required. (15 NOTE: RNAV 1. NOTE: RADAR required. NOTE: Turbojet aircraft only. TAKE-OFF MINIMUMS **BERNI** Rwy 2, 20: NA-ATC. Rwy 12: Obstacle climb of NW-1, 21 OCT 2010 to 18 NOV 2010 230' per NM to 2400'. Minimum ATC climb of 500' per NM to 1200'. Rwy 30: 200-1¼ or standard with a minimum climb of 225' per NM to 700'. **EASON** TAKE-OFF OBSTACLE NOTES Rwy 12: Multiple trees beginning 1103' from DER, 8' left of centerline, up to 110' AGL/331' MSL. Multiple trees beginning 1030' from DER, 9' right of centerline, 110' AGL/348' MSL. **HARPR EUGENE** Rwy 30: Multiple trees beginning 1663' from DER, **EUG** 623' right of centerline, up to 110' AGL/363' MSL. Pole 702' from DER, 603' left of centerline, up to 26' AGL/215' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climb heading 128° to 1200 feet, then climbing right turn direct JERUX, then on depicted route to BERNI. Thence . . . TAKE-OFF RUNWAY 30: Climb heading 308° to 700', then climbing left turn direct HETAT, then on depicted route to BERNI. Thence . . . . . . (Transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure. EASON TRANSITION (BERNI1.EASON) EUGENE TRANSITION (BERNI1.EUG) FAMUK TRANSITION (BERNI1.FAMUK) HARPR TRANSITION (BERNI1.HARPR) PORTLAND, OREGON BERNI ONE DEPARTURE (RNAV) PORTLAND-HILLSBORO (HIO) (BERNI1.BERNI) 10266



TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL.

Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.

Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.

Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

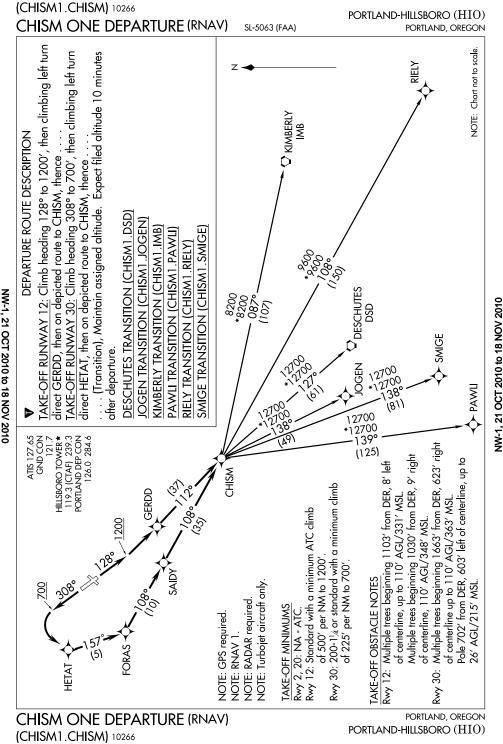
V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 30: Climbing right turn heading 120°, thence . . . .

TAKE-OFF RUNWAYS 12, 20: Climbing left turn heading 100°, thence . . . .

. . . . Intercept and proceed via BTG R-175 to CANBY INT. Thence via assigned route.

# CANBY EIGHT DEPARTURE



ATIS 127.65 GND CON

NEWBERG

<u>117.4</u> UBG **∷∴:** Chan 121 N45°21.19′ W122°58.69′ L-1, H-1

121.7 HILLSBORO TOWER ★ 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6

TAKE-OFF MINIMUMS

Rwy 12, 20: Standard. Rwy 2: Standard with minimum climb of 307' per NM to 2700.

# TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.

Rwy 30: Standard with minimum climb of 235' per NM to 2700.

Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.

Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.

Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

WW-1, 21 OCT 2010 to 18 NOV 2010

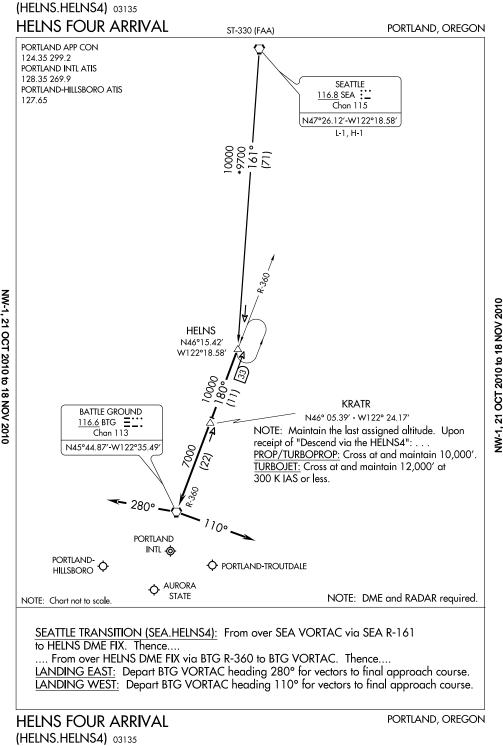
V

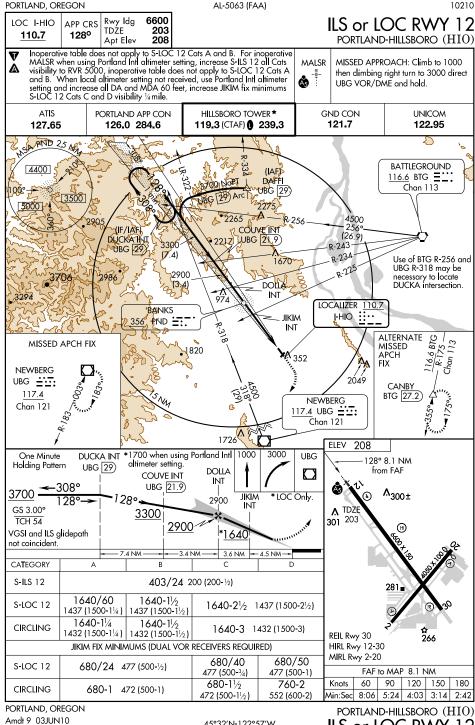
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence . . . .

TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence . . . .

... Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).





Ν -1,

21 OCT 2010 to 18 NOV 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

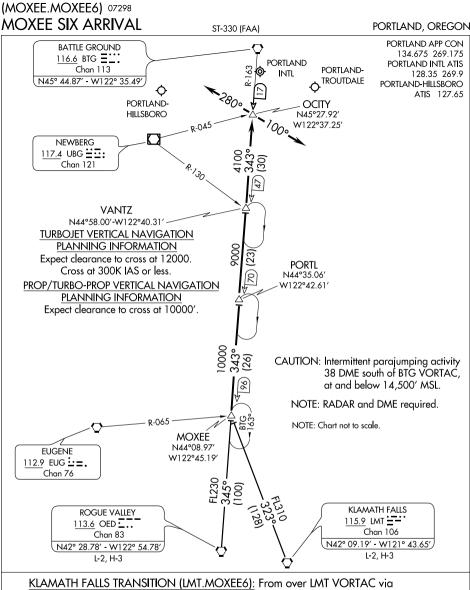
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

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LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

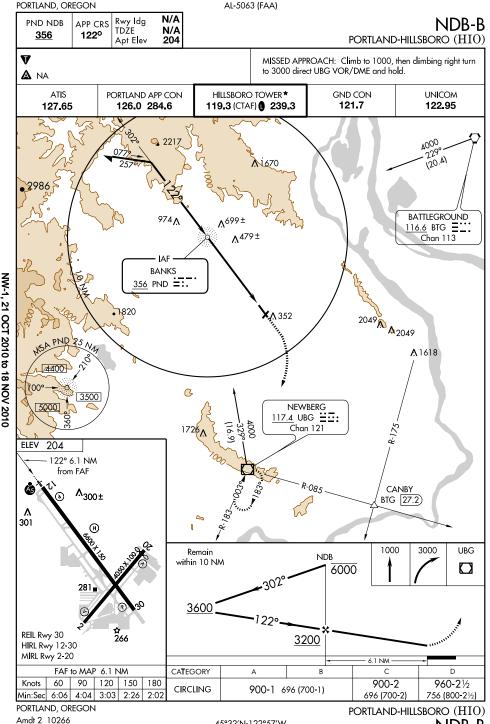
Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON



NDB-B

Apt Elev

W12A

NW-1, 21 OCT 2010 to 18 NOV 2010

10210

RNAV (GPS) RWY 12 PORTLÁND-HILLSBORO (HIO)

MISSED APPROACH: Climb to

3000 direct ZABAX and on

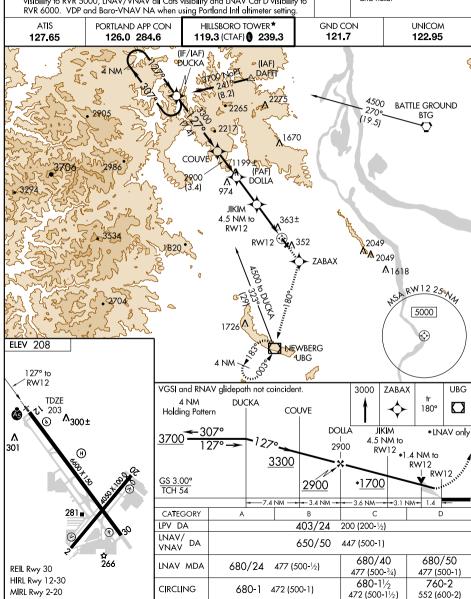
track 180° to UBG VOR/DME

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. For inoperative MALSR when using Portland Intl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats visibility and LNAV Cat D visibility to RVR 6000. VDP and Baro-VNAV NA when using Portland Intl altimeter setting

208

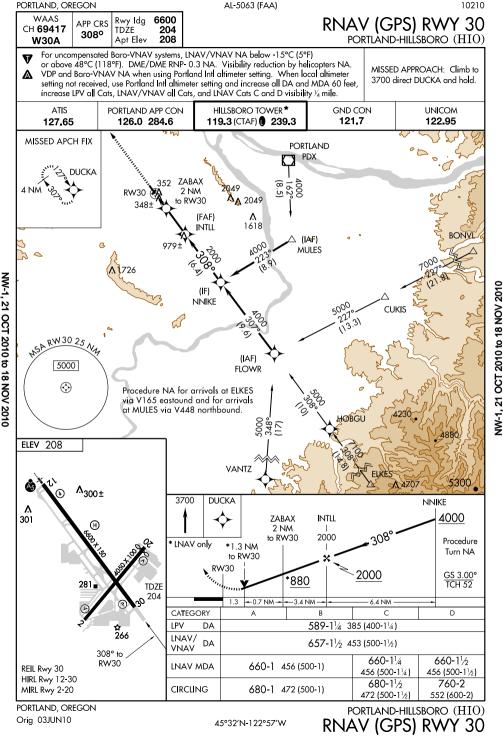
MALSR

and hold GND CON UNICOM



PORTLAND, OREGON Amdt 1 03JUN10

PORTLAND-HILLSBORO (HIO) RNAV (GPS) RW



# ATIS 127.65 **SCAPO** GND CON BATTLEGROUND N45°45.12' 121.7 116.6 BTG **Ξ**∵: W123°01.68′ HILLSBORO TOWER \* Chan 113 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6 R-250 24 LOCALIZER I-PDX \_\_\_\_\_ Chan 42 TAKE-OFF MINIMUMS **NEWBERG** Rwy 20: Standard. <u>117.4</u> UBG <u>∺</u> :: Rwy 2: Standard with minimum climb of 240' per NM to 1900. Chan 121 Rwy 12: Standard with minimum climb of 308' per NM to 2700. Rwy 30: Standard with minimum climb of 220' per NM to 2800. TAKE-OFF OBSTACLE NOTES Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.

SL-5063 (FAA)

Terrain left and right of centerline beginning at DER up to 302' MSL.

Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.

Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL. Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.

Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.

Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

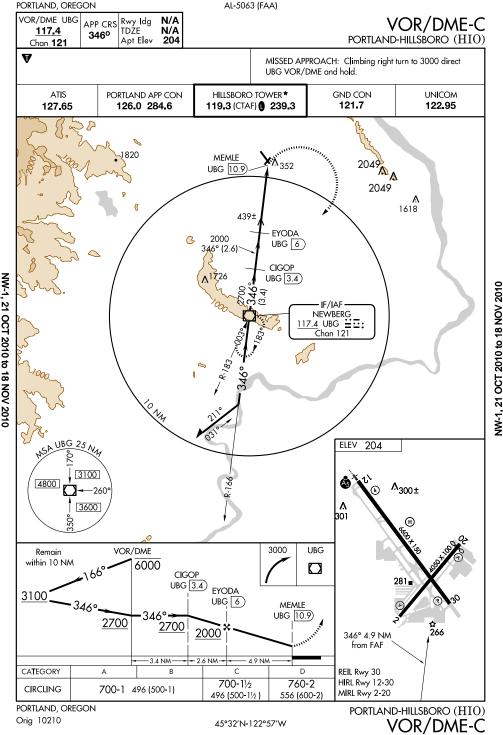
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12, 20: Climbing left turn heading 270°, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 308°, thence . . . .

.... Intercept and proceed via UBG VOR/DME R-334 to SCAPO INT/UBG 24 DME, thence via (assigned route).

# SCAPO FIVE DEPARTURE



**OREGON** 

## RWY 10R-28L: H11000X150 (ASPH-GRVD) PCN 63 F/A/X/T HIRL CL

30

PORTLAND INTL

B S4

RWY 10R: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 71'. Rgt tfc. RWY 28L: MALSR. VASI(V4L)-GA 3.0° TCH 60'.

S-200, D-200, 2S-175,

(PDX)(KPDX) CIV/MIL/AFRC/ANG 4 NE

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA

RWY 10L-28R: H9825X150 (ASPH-GRVD) 2D-400 PCN 63 F/A/X/T HIRL CL

RWY 10L: MALSR, PAPI(P4L)—GA 3.0° TCH 60', Thid dspicd 1290'. RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 65'. Thid dspicd 535'.

Road. Rgt tfc. RWY 03-21: H6000X150 (ASPH-GRVD) S-124, D-170, 2S-175,

2D-310 PCN 34 F/A/X/T

RWY 03: REIL. PAPI(P4L)-GA 3.3° TCH 60'.

RWY 21: REIL. PAPI(P4R)—GA 3.6° TCH 32'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6000

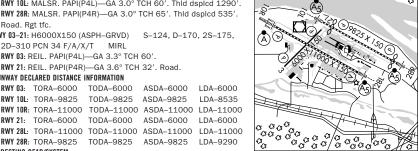
TODA-6000 ASDA-6000

RWY 10L: TORA-9825 TODA-9825 ASDA-9825

RWY 10R: TORA-11000 TODA-11000 ASDA-11000 LDA-11000 RWY 21: TORA-6000 TODA-6000 ASDA-6000

RWY 28R: TORA-9825 TODA-9825 ARRESTING GEAR/SYSTEM

RWY 10R BAK-14 BAK-12A(B) (1625')



O.C

UTC-8(-7DT) N45°35.32' W122°35.81'

Class I, ARFF Index E NOTAM FILE PDX

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S-200, D-200, 2S-175, 2D-360

LDA-6000

LDA-8535

LDA-6000

LDA-9290

BAK-14 BAK-12A(B) (2000') RWY 28L

SEATTLE

H-1B, L-1C

000

0.0000

a a

IAP, DIAP, AD

MILITARY SERVICE: A-GEAR BAK-12A(B) Rwy 10R and 28L cable raised by BAK-14 device on request to twr. Not inspected for opr capability weekend or holiday. JASU (AM32A-60) 4(A/M32A-86) (MC-11) 1(MA-1A)

ASDA-9825

FUEL A, J8(Mil) (NC-100LL, Jet A) A (Air BP—Flightcraft Inc., C603-331-4220.)

OIL 0-128-133-148(Mil) AIRPORT REMARKS: Attended continuously. Arpt CLOSED to non-powered acft except in emergencies. Migratory and

wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep-Apr, expect high number of birds year around; check local advisories. Construction on Rwy 10L-28R in progress. See NOTAMS for current information, Rwy 28R perimeter road at 200' from rwy thId and 408' right from rwy extended centerline. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM W of Rwy 10L thld on extended centerline. Rwy 21 clsd to Height Group IV acft with cockpit to wheel height greater than 22'. Rwy 28R road in levee 480' right. Rwy 28R 19' levee located approximately parallel to rwy centerline extended at 200' from thid. Dike located approximately 408' from rwy centerline extended. Noise abatement procedures in effect call noise office,

Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R-28L and Rwy 10L-28R. Twy T between the North Ramp and the General Aviation Ramp clsd to through tfc. Twy W between Twy A and the general aviation ramp clsd to acft with wingspan greater than 95'. Acft with wingspan between 79' and 95', must be towed. Twy K between the north ramp and the general aviation ramp clsd to through tfc. Twy F between Rwy 10R-28L and Twy C clsd to acft over 65,000 pounds. Twy F clsd to non-Part 139 acft with wingspan greater than 194'. Twy F clsd to Part 139 acft with wingspan greater than 108'. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the northwest ramp or the

north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118' and greater. Twy J clsd to acft with a wingspan greater than 171'. Acft with wingspan between 125' and 171' on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135'. Acft with wingspan greater than 91' prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighing in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10L and Rwy 28R MALSR OTS indef. Ldg fee.

503-460-4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L.

Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Flight Notification Service (ADCUS) available. MILITARY REMARKS: ANG See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird conditions exist. Phase I May-Oct, Phase II Nov-Apr. Current bird watch conditions are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500-2300Z‡ Mon-Fri exc holiday, DSN 638-4390, C503-335-4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Tran quarters not avbl.

WEATHER DATA SOURCES: ASOS (C503) 284-6771. WSP.

#### CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE COMMUNICATIONS: D-ATIS 128 35 269 9 503 493-7557 UNICOM 122.95

OREGON

13

R APP CON 124.35 299.2 (280°-099°) 118.1 (100°-279°) 284.6 (100°-279°) TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwy 03-21 and Rwy 10R-28L) GND CON 121.9 132.275 348.6 CLNC DEL 120.125 318.1 (R) DEP CON 124.35 299.2 (280°-099°) 118.1 284.6 (100°-279°) 127.85 290.3 ANG BASE OPS 281.2 (Portland Guard OPS/Guard Comd Post) AIRSPACE: CLASS C svc ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 160° 9.6 NM to fld. 253/21E. (L) VORW/DME 111.8 PDX Chan 55 N45°35.62' W122°36.38' at fld. 23/20E.

VOR/DME unusable: 001°-024° 351°-001° bvd 20 NM blo 5.500'

025°-039° bvd 30 NM

351°-001° byd 34 NM blo 6.500′ 131°-230°

322°-351°

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68' at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

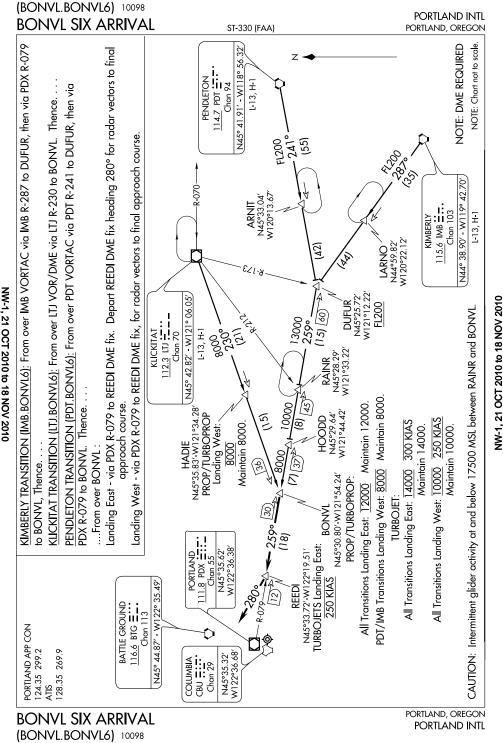
ILS/DME 111.3 I-VDG Chan 50 Rwv 10L. Class IT.

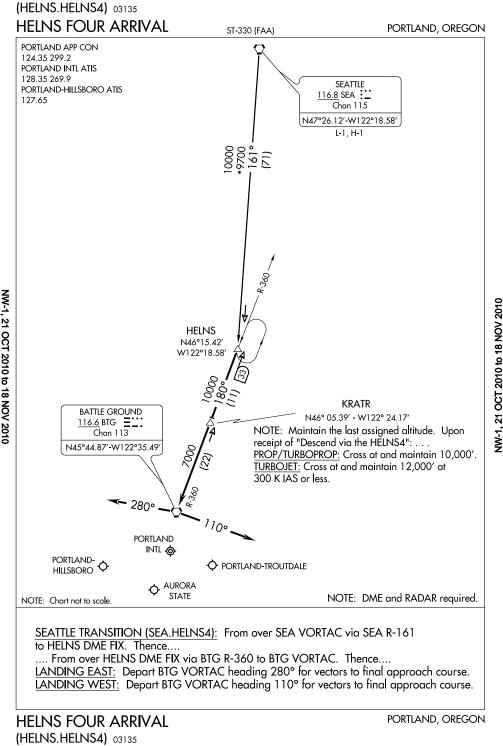
ILS 110.5 I-PDX Chan 42 Rwv 10R. Class IIIE.

ILS 111.3 I-IAP Rwv 28R DME also serves Rwv 10L.

reversal 0.9 NM fm Rwy 281 thid

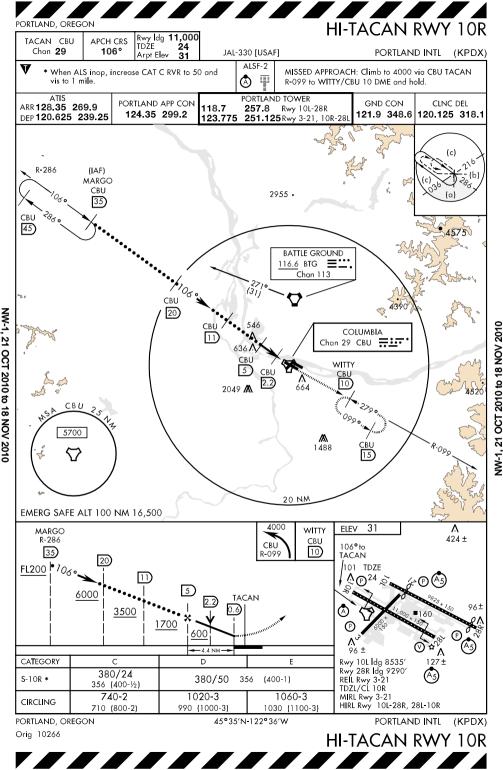
ILS/DME 108.9 I-GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course ILS 110.5 I-JMJ Chan 42 Rwy 28L. Class IT, Coupled apphs not authorized blo 420' due to GS





Ν -1,

21 OCT 2010 to 18 NOV 2010



#### HOT SPOTS

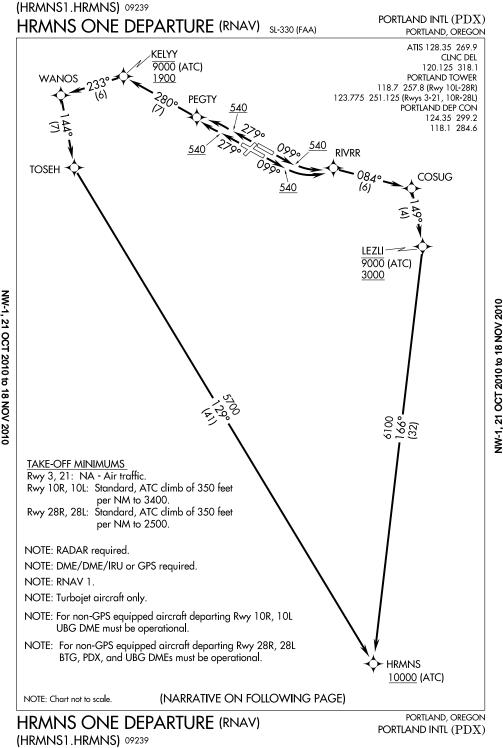
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

21 OCT 2010 to 18 NOV 2010

10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	



HRMNS ONE DEPARTURE (RNAV) SL-330 (FAA)

## V

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

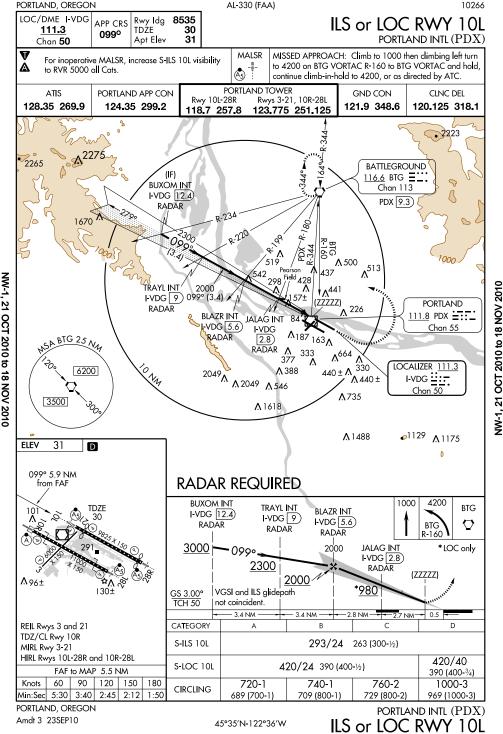
....maintain assigned altitude, expect filed altitude 10 minutes after departure.

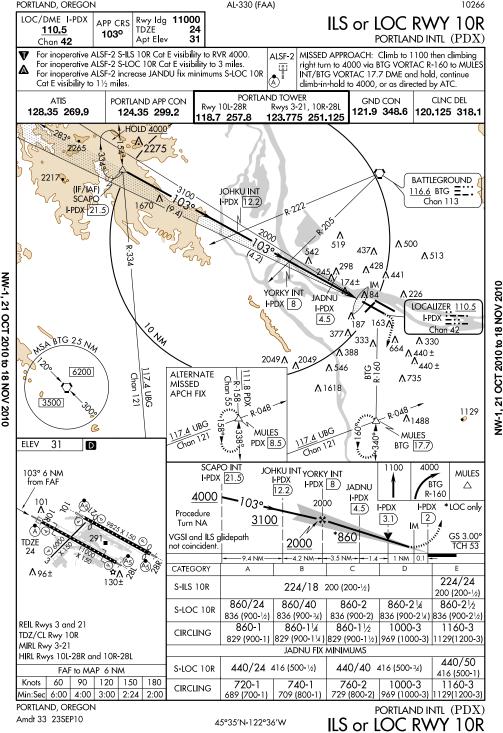
#### TAKE-OFF OBSTACLE NOTES Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline,

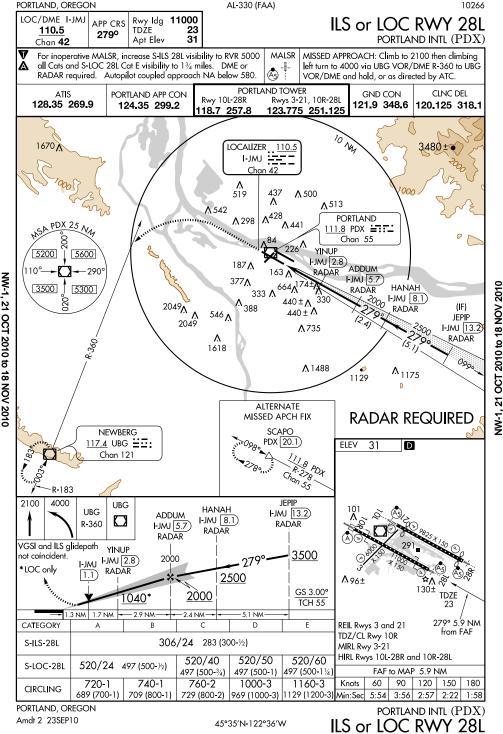
up to 17' AGL/60' MSL. Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

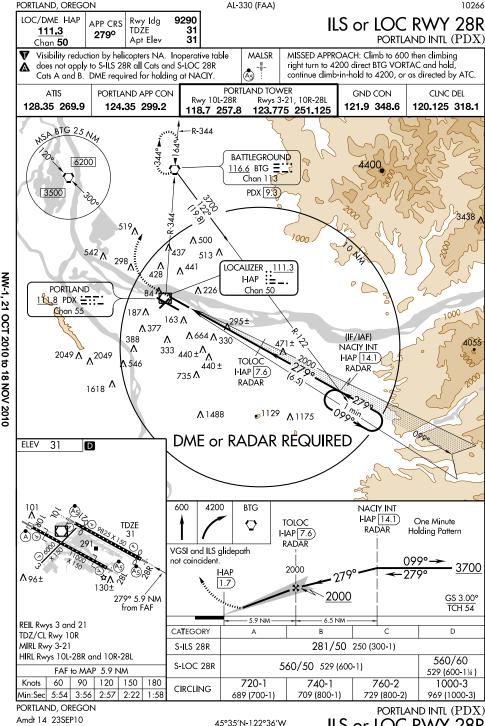
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right

of centerline, up to 27' AGL/69' MSL.

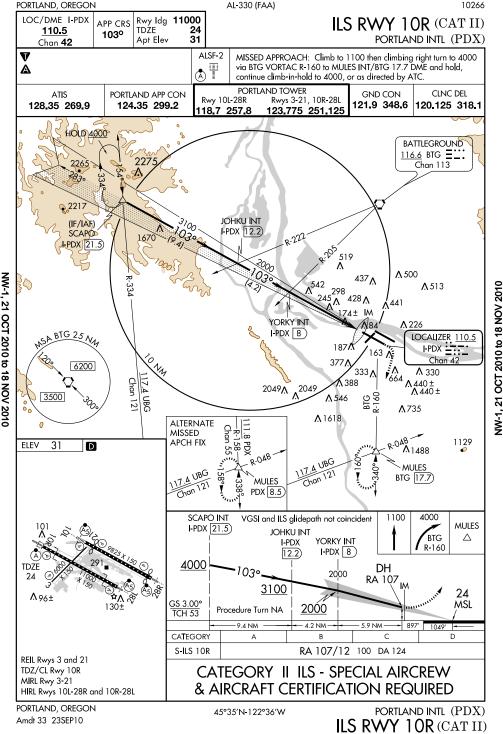


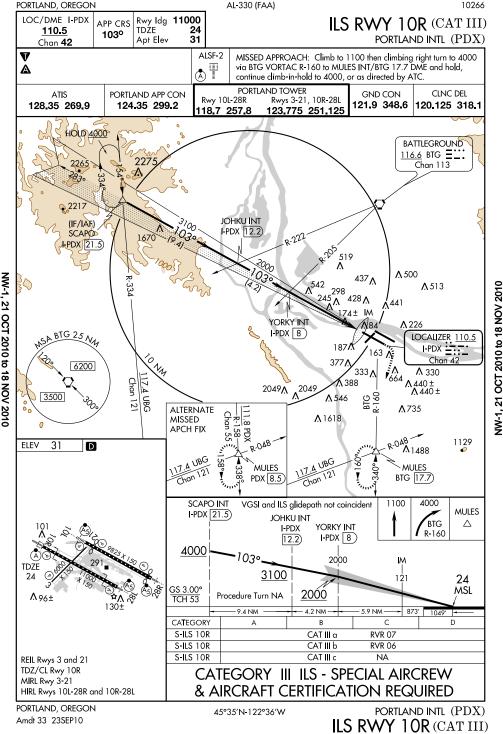


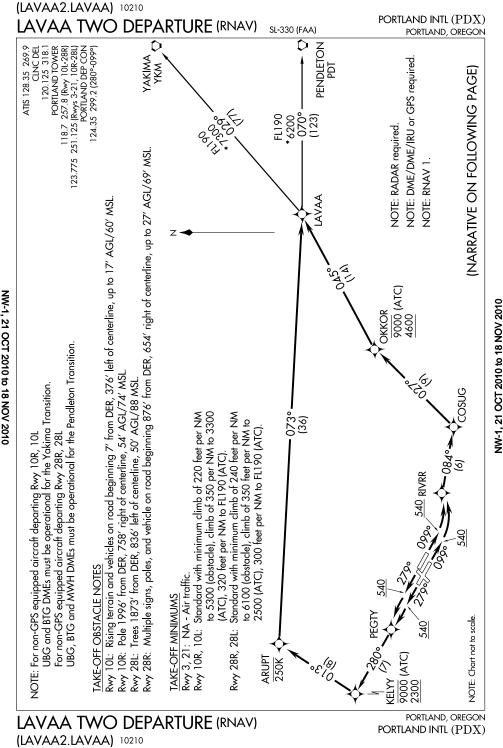




ILS or LOC RWY 28R







WW-1, 21 OCT 2010 to 18 NOV 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

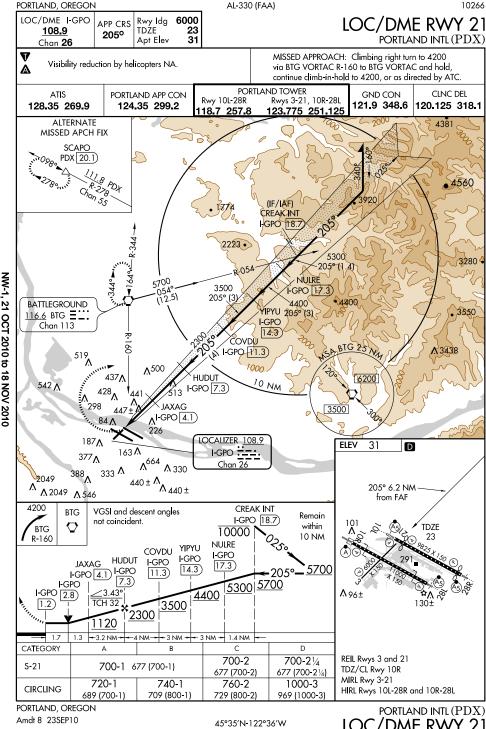
TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via

track 013° to ARUPT, then via track 073° to LAVAA, thence.... ....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after

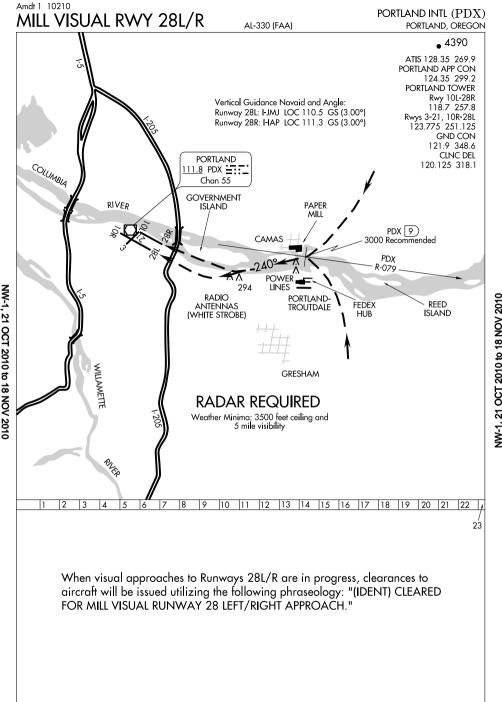
PENDLETON TRANSITION (LAVAA2.PDT)

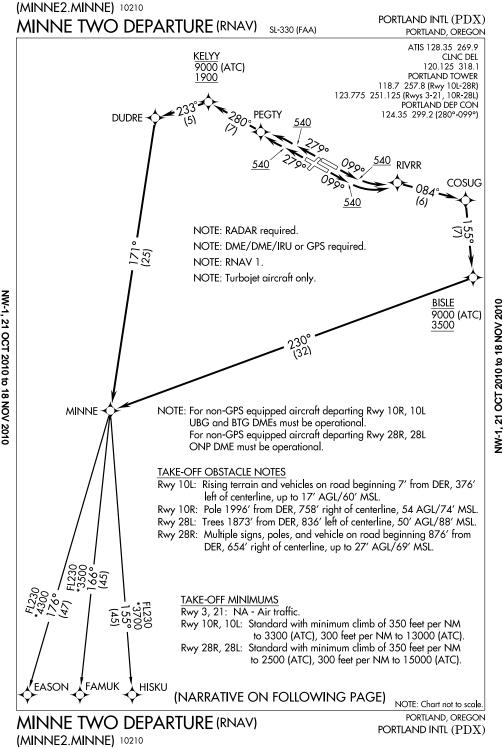
YAKIMA TRANSITION (LAVAA2.YKM)

departure.



LOC/DME RWY 21





# MINNE TWO DEPARTURE (RNAV) SL-330 (FAA) V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct to RIVRR,

then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

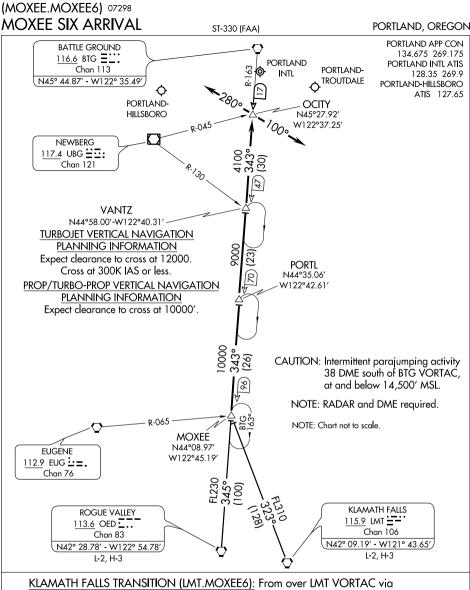
TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE2.EASON) FAMUK TRANSITION (MINNE2.FAMUK)

NW-1, 21 OCT 2010 to 18 NOV 2010

HISKU TRANSITION (MINNE2.HISKU)



LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON

Rwy 10L: Standard with minimum climb of 450' per NM to 2900. Rwy 10R: Standard with minimum climb of 400' per NM to 2900

Rwy 21: Standard with minimum climb of 450' per NM to 2900.

Rwy 28L: Standard with minimum climb of 375' per NM to 2900. Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

# PORTLAND SEVEN DEPARTURE

WW-1, 21 OCT 2010 to 18 NOV 2010

# PORTLAND SEVEN DEPARTURE

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

SL-330 (FAA)

TAKE-OFF RWY 3: Climb heading 025° to 600, thence....

TAKE-OFF RWY 10L: Climb heading 099° to 500, thence... TAKE-OFF RWY 10R: Climb heading 099° to 500, thence.... TAKE-OFF RWY 21: Climb heading 205° to 500, thence....

TAKE-OFF RWY 28L: Climb heading 279° to 800, thence.... TAKE-OFF RWY 28R: Climb heading 279° to 800, thence....

....via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

#### TAKE-OFF OBSTACLE NOTES:

Rwy 3: Trees, towers, vehicles on road, sign beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building beginning 1675' from DER,

on centerline, up to 113' AGL/413' MSL. Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to

15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to

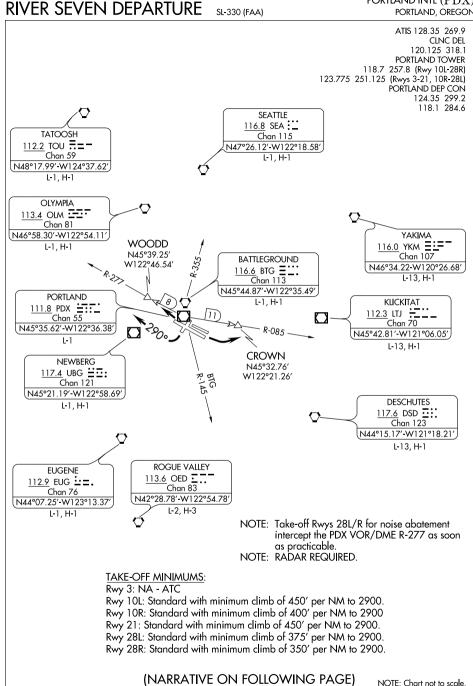
75' AGL/95' MSL.

Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of

centerline, up to 100' AGL/328' MSL.

Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.

Rwy 28R: Building, antennas, vehicles on road beginning 130' from DER, 257' right of centerline, 27' AGL/58' MSL.



# RIVER SEVEN DEPARTURE

# RIVER SEVEN DEPARTURE

SL-330 (FAA)

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R: Climbing left turn to intercept and proceed via the PDX R-085 or as assigned, thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 290° or as assigned, thence.... TAKE-OFF RUNWAYS 28L: Climbing right turn to intercept and proceed via the PDX R-277

or as assigned, thence.... TAKE-OFF RUNWAYS 28R: Climbing left turn to intercept and proceed via the PDX R-277 or as assigned, thence....

....expect radar vectors to assigned route. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport or leaving 3000', continue climb to assigned altitude and proceed direct to BTG VORTAC, thence via (assigned route). If proceeding via BTG VORTAC R-355 CW R-145, a 340' per

NM climb gradient is required to 13800'. ALTERNATE LOST COMMUNICATIONS: When BTG VORTAC is out of service: If no

contact with ATC leaving 3000', continue climb to assigned altitude direct UBG VOR/DME.

### TAKE-OFF OBSTACLE NOTES:

Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL.

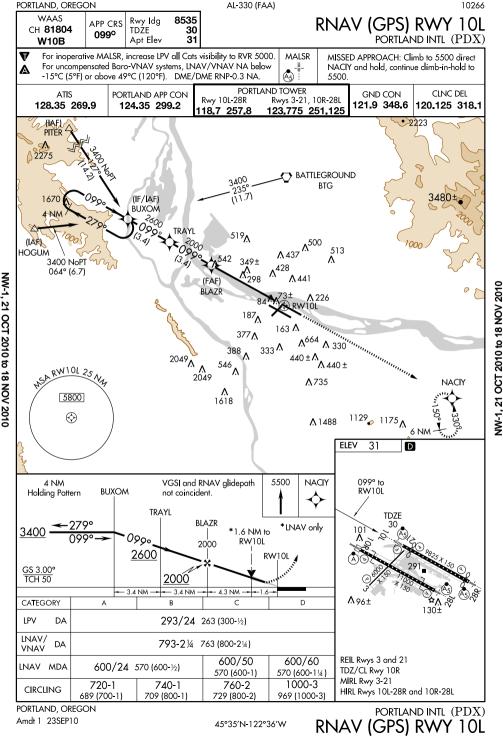
Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.

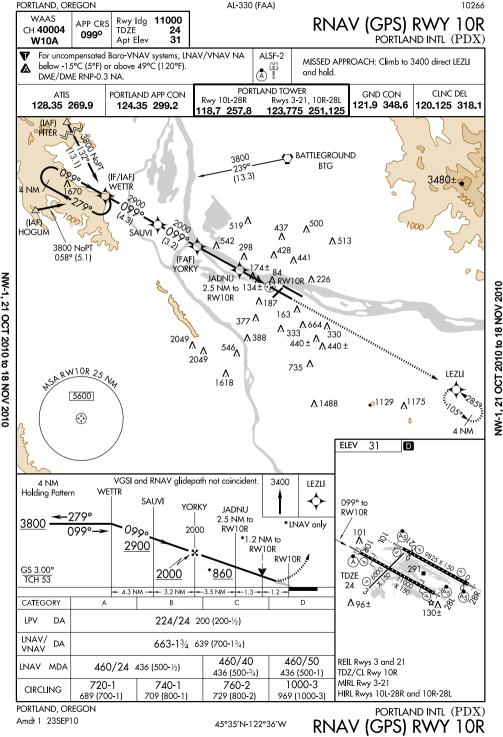
Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of

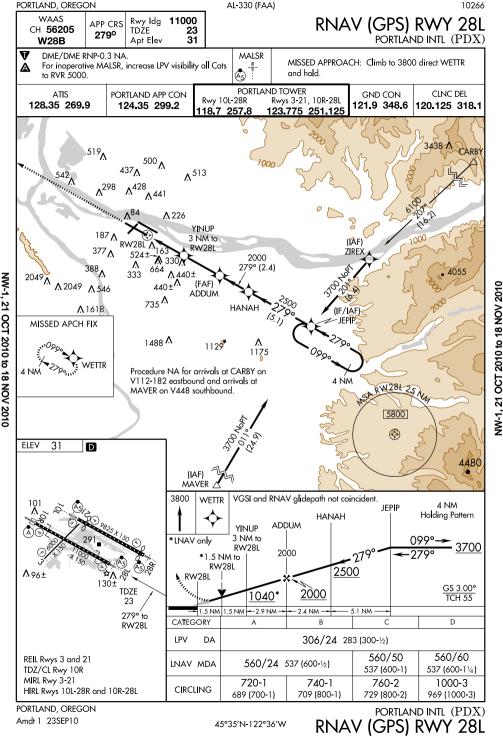
centerline, up to 100' AGL/328' MSL.

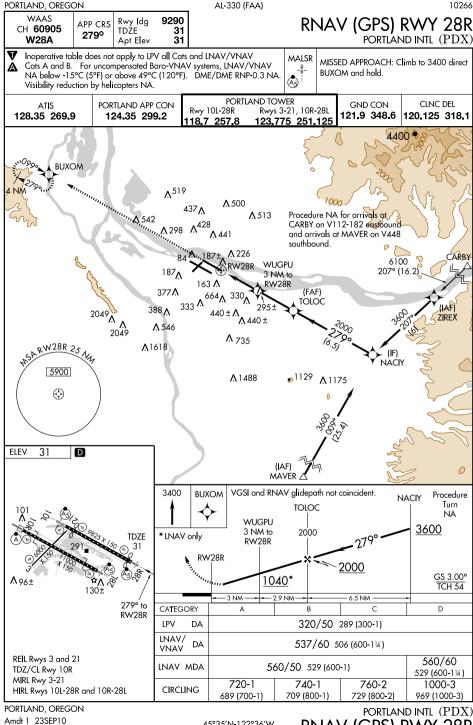
Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL.

Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. Rwy 28R: Building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/50' MSL.



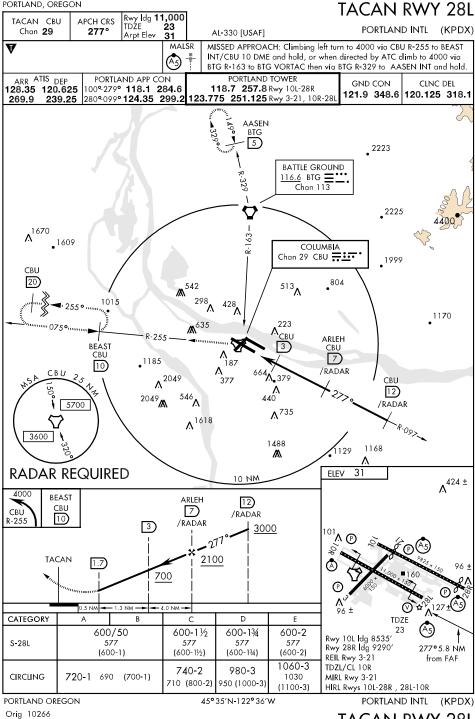






RNAV (GPS) RWY

NW-1, 21 OCT 2010 to 18 NOV 2010



PORTLAND, OREGON

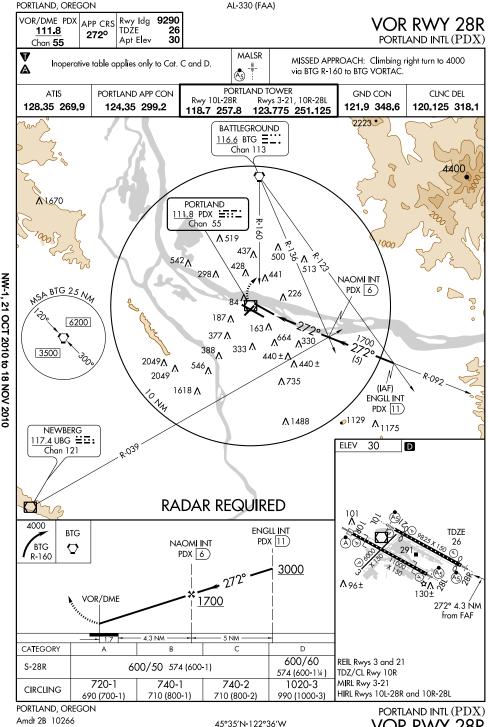
NW-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 28L

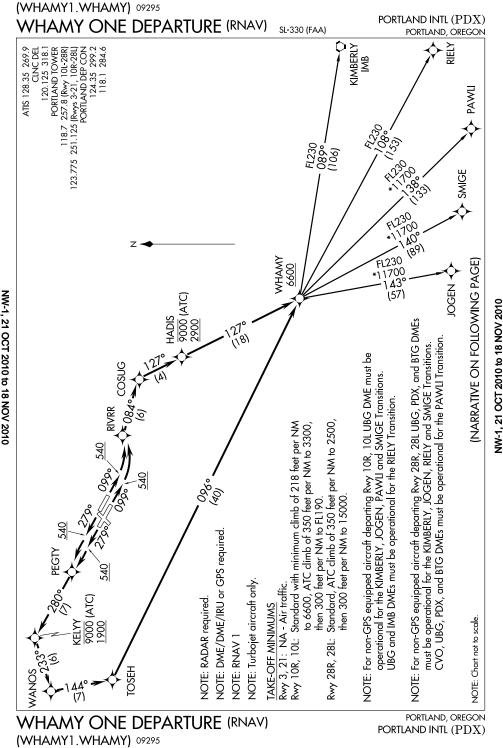
PORTLAND, OREGON AL-330 (FAA) VORTAC BTG N/A Rwy Idg VOR-A APP CRS N/A 116.6 TDŹE 161° PORTLAND INTL (PDX) 30 Apt Elev Chan 113 V MISSED APPROACH: Climbing left turn to 4000 via BTG R-160 to BTG VORTAC. Δ PORTLAND TOWER ATIS PORTLAND APP CON GND CON CLNC DEL Rwy 10L-28R Rwys 3-21, 10R-28L 128.35 269.9 124.35 299.2 121.9 348.6 120.125 318.1 118 7 257.8 123.775 251.125 (IAF) NSA BTG 25 Ny RÒARK BTG 10 6200 2400 NoPT 149° (10) 3500 ( 49° 2223 . IAF NW-1, 21 OCT 2010 to 18 NOV 2010 BATTLEGROUND 116<u>.6</u> BTG Chan 113 4400 519 Λ ∧<sup>500</sup> 1000 437 BTG **∧** 542 **1**513 6 Λ 298 <u>^ 44</u>1 428 **₹**Λ 226 ELEV 30 D 187 A Λ 163 377 🔨 **V**330 **٨** 664 388 V 333 161° 9.1 NM ∧440± 2049 from FAF <sup>546</sup>∧ **∧** 440 ± 2049 A 4000 **BTG** VORTAC Remain within 10 NM BTG  $\Diamond$ R-160 BTG 6) BTG 4100 9.1 1490 1.00 € A 96 ± 130± 2400 880 REIL Rwys 3 and 21 6 NM - 3.1 NM CATEGORY TDZ/CL Rwy 10R Α В D 880-1 880-21/2 1020-3 MIRL Rwy 3-21 880-11/4 CIRCLING HIRL Rwys 10L-28R and 10R-28L 850 (900-1) 850 (900-11/4) 850 (900-21/2) 990 (1000-3) FAF to MAP 9.1 NM DME MINIMA 740-2 1020-3 Knots 60 90 120 150 180 **CIRCLING** 740-1 710 (800-1) Min:Sec 9:06 6:04 4:33 3:38 3:02 710 (800-2) 990 (1000-3) PORTLAND, OREGON PORTLAND INTL (PDX)

Amdt 9C 10266

VOR/DME RWY 21



VOR RWY 28R



V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY,

and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

...via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

JOGEN TRANSITION (WHAMY1.JOGEN) KIMBERLY TRANSITION (WHAMY1.IMB)

PAWLI TRANSITION (WHAMY1.PAWLI)

SMIGE TRANSITION (WHAMY1.SMIGE)

RIELY TRANSITION (WHAMY1.RIELY)

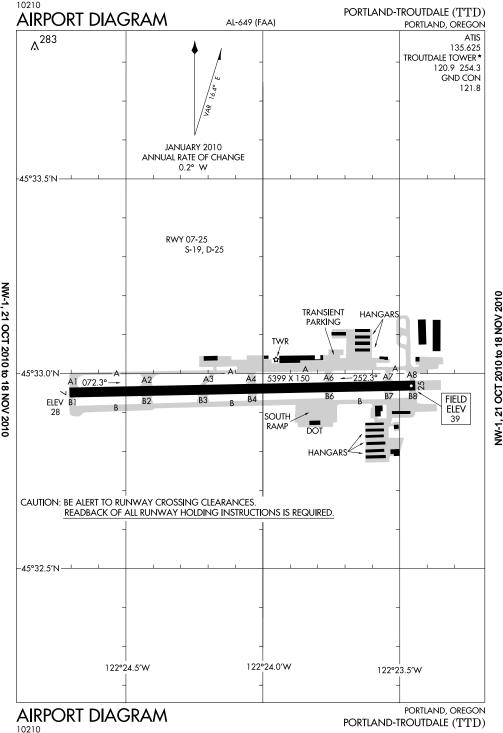
#### TAKE-OFF OBSTACLE NOTES Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline,

up to 17' AGL/60' MSL. Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL

Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

WHAMY ONE DEPARTURE (RNAV) (WHAMY1.WHAMY) 09239



OREGON 132

RWY 07: REIL, VASI(V4L)—GA 3.0° TCH 50', Trees. RWY 25: REIL, PAPI(P4L)-GA 3.0° TCH 47', Trees.

B S4

UNICOM 122.95

(R) PORTLAND DEP CON 124.35

RWY 07-25: H5399X150 (ASPH)

AIRPORT REMARKS: Attended 1500-0600Z‡. CAUTION: Migratory flocks

PORTLAND-TROUTDALE (TTD) 10 E UTC-8(-7DT) N45°32.96′ W122°24.08′

FUEL 100LL, JET A OX 1 NOTAM FILE TTD

S-19, D-25

of waterfowl on and invof arpt, Portland Intl arpt (PDX) Rwy

10L-28R extended centerline crosses arpt. ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross Idg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwv 07-25-CTAF, Rwy 07 VASI and PAPI Rwy 25 opr continously.

COMMUNICATIONS: CTAF 120.9 ATIS 135.625 (503) 492-7634

(R) PORTLAND APP CON 124.35 (280°-099°) 118.1 (100°-279°)

**GND CON 121.8** 

AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G.

Chan 113 N45°44 87'

BATTLE GROUND (H) VORTACW 116 6 BTG W122°35.49' 125° 14.4 NM to fld. 253/21E.

WEATHER DATA SOURCES: ASOS 135.625 (503) 492-2887.

TROUTDALE TOWER 120.9 (1500-0600Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower.

PORTI AND-MIII INO MULINO STATE (4S9) 20 S UTC-8(-7DT) N45°12.98' W122°35.41'

S8 NOTAM FILE MMV RWY 14-32: H3425X100 (ASPH) MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 43', Fence, Rgt tfc.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended, Be alert for weekend glider activity.

Birds on and invof arpt. Rwv 14 designated calm wind rwv. ACTIVATE MIRL Rwy 14-32, twy lgts, and windcone-CTAF. PAPI Rwy 14 and Rwy 32 operate 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 123.05 PORTLAND CLNC DEL 119.95 RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 095° 18.4 NM to fld. 1440/21E. HIWAS.

5399 X 150 œ 059° 2 6 NM to fld

SEATTLE

IAP. AD

SFATTLE

KLAMATH FALLS

H-1B. L-1C

L-1B

POWERS (6S6)1 SE UTC-8(-7DT) N42°52.17' W124°03.56' 326 TPA-1326(1000) NOTAM FILE MMV

RWY 13-31: 2500X60 (TURF) RWY 13: Trees.

RWY 31: Trees. AIRPORT REMARKS: Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and invof arpt. COMMUNICATIONS: CTAF 122.9

(BLUE3.BTG) 03023 BLUE LAKE THREE DEPARTURE

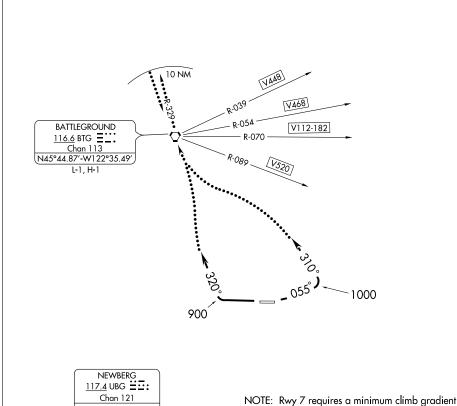
CTAF 120 9

PORTLAND-TROUTDALE (TTD)

SL-649 (FAA)

PORTLAND, OREGON





NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 055° to 1000', then turn left to 310° or as

TAKE-OFF RUNWAY 25: Climb runway heading to 900', then turn right to 320° or as

NE-bound V468, 4500'; E-bound V112, V182, V520, 4700'; for non airways BTG R-355

of 420' per NM to 4000'.

per NM to 2000'.

Rwy 25 requires a minimum climb of 310'

assigned. LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400';

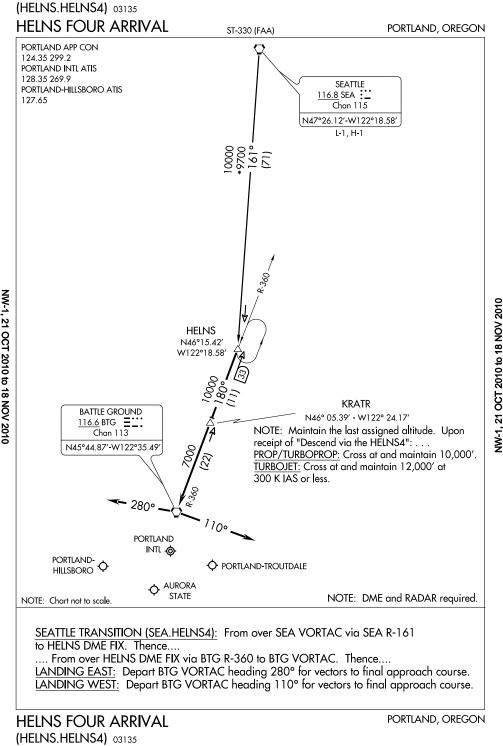
CW BTG R-120, 8800'; all others, 2500'. ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000', continue climb to assigned altitude and

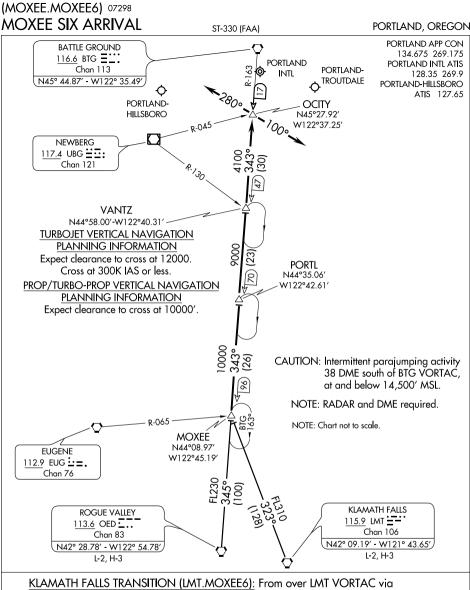
proceed direct to UBG VOR/DME, thence via assigned route.

# BLUE LAKE THREE DEPARTURE

N45°21.19'

W122°58.69'





LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

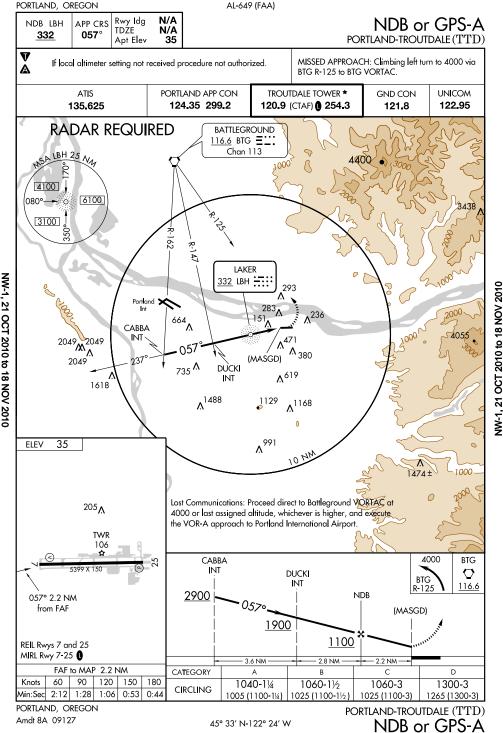
Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON



KLAMATH FALLS

H-1B, L-13A

IAP

### OREGON

PRINEVILLE (S39) 3 SW UTC-8(-7DT) N44°17.22′ W120°54.23′ S4 3250 B FUEL 100LL, JET A NOTAM FILE MMV

RWY 10-28: H5000X75 (ASPH) S-30 MIRL

RWY 10. Trees RWY 28: PAPI(P4R)-GA 3.0° TCH 41'.

RWY 15-33: H4031X40 (ASPH) S-5LIRL

RWY 33: Trees.

AIRPORT REMARKS: Attended Oct-Apr 1500-0100Z±, May-Sep 1500-0200Z‡. 24 hr card lock self-svc fuel avbl. Deer on and invof arpt. Rwy 15-33 limited by arpt operator to 5000 lbs max weight. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 28, and LIRL Rwy

15-33-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8

SEATTLE CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17'

W121°18.21'

065° 17.4 NM to fld. 4101/18E. HIWAS.

BODEY NDB (HW/LOM) 411 RD N44°18.48′

W121°01.14' 086° 5.1 NM to fld. NDB unusable 091°-111° byd 25 NM blo 14,000'.

(64S) TPA-3578(1000) NOTAM FILE MMV RWY 02-20: H4000X50 (ASPH)

RWY 02: Trees. RWY 20: Trees.

2083/19E. HIWAS.

PROSPECT STATE

AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. Trees obscure view of rotating bcn from

southeast-southwest quadrants of arpt. 80'-100' trees within 200' of rwy centerline both sides of rwy. Turf tie down area rough.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR. ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28 77'

W122°54.78' 031° 24.6 NM to fld.

1 S UTC-8(-7DT) N42°44.59′ W122°29.29′ KLAMATH FALLS L-2J €3 €3 €3 €3 43 €3

**PUMIE** N42°27.06′ W122°54.80′. NOTAM FILE MFR.

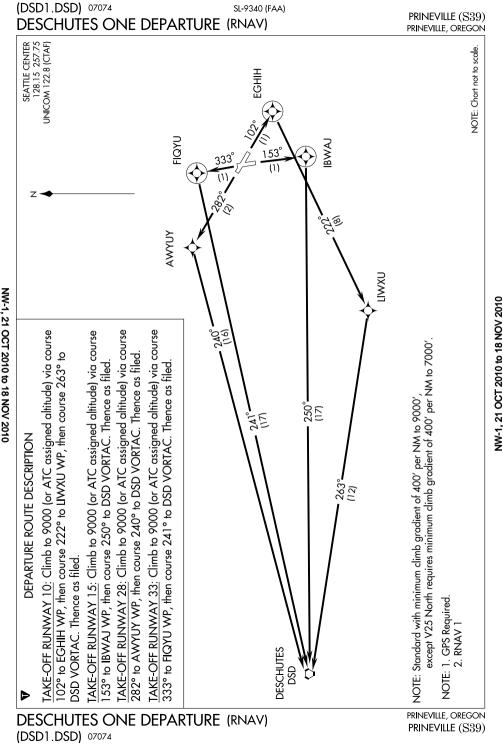
NDB (LOM) 373 MF 140° 4.9 NM to Rogue Valley Intl. LOM unusable 260°-270° beyond 10NM.

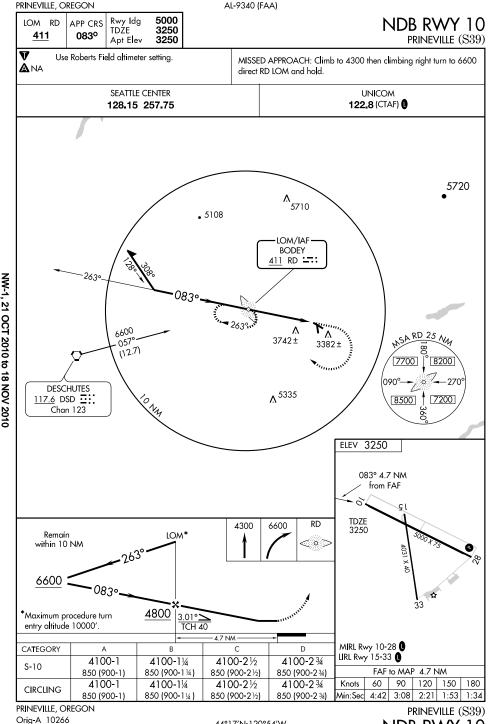
KLAMATH FALLS

€3

**REDMOND** N44°15.25′ W121°09.15′ RCO 122 5 (MC MINNVILLE RADIO)

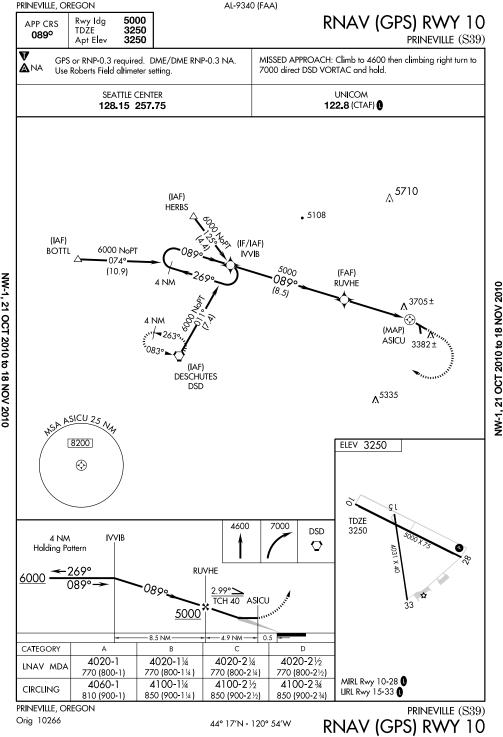
KLAMATH FALLS I-13A

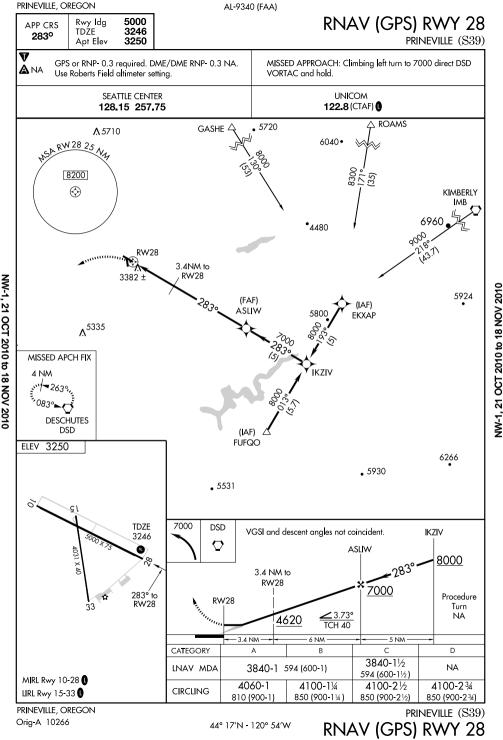


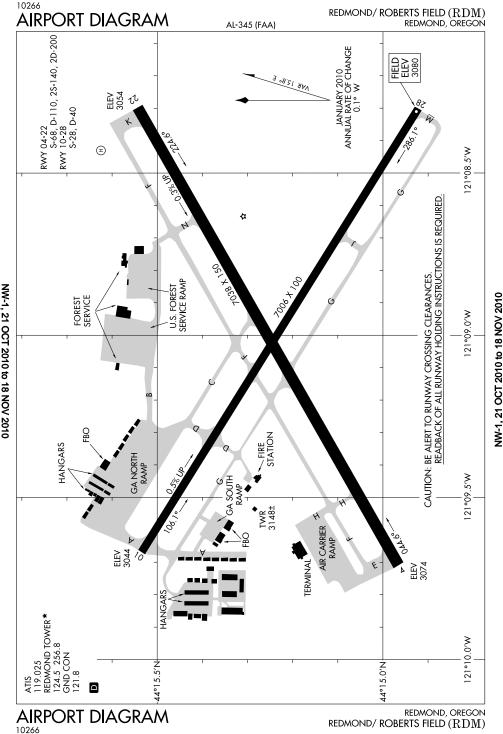


44°17′N-120°54′W

NDB RWY







1 SE

### REDMOND ROBERTS FLD

(RDM) FUEL 100LL, JET A. Class I. ARFF Index B. NOTAM FILE RDM 3080 R S4 RWY 04-22: H7038X150 (ASPH-GRVD) S-68, D-110, 2S-140, 2D-200

except with PPR from airport manager when Rwy 04-22 is unavbl.

COMMUNICATIONS: CTAF 124.5 ATIS 119.025 (541) 548-1742

HIWAS.

(H) VORTACW 112.5

RCO 122 65 (BOISE RADIO)

ROME

SEATTLE CENTER APP/DEP CON 128.15

AIRPORT REMARKS: Attended 1330Z‡-dusk. For fuel after hrs call 541-410-2938 or 541-480-0014. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call

REIL Rwv 04. Rwv 10 and Rwv 28 and twv lgts-CTAF.

MIRL 0.5% up SE RWY 10: REIL. VASI(V4L)-GA 3.0° TCH 50'. RWY 28: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

RWY 04: REIL, VASI(V4L)-GA 3.0° TCH 50'. RWY 22: MALSR, PAPI(P4L)-GA 3.0° TCH 43'. RWY 10-28: H7006X100 (ASPH-GRVD) S-28. D-40

RUNWAY DECLARED DISTANCE INFORMATION RWY 04: TORA-7038 TODA-7038

ASDA-7038 RWY 10: TORA-7006 TODA-7006

ASDA-7006 LDA-7006 RWY 22: TORA-7038 TODA-7038 ASDA-7038 RWY 28: TORA-7006 TODA-7006 ASDA-7006 LDA-7006

airport manager 541-548-0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10-28 Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Taxiway B for forest syc use only, not aybl for use by air carrier acft with more than 30 passenger seats. Terminal apron not aybl for general ayiation

IDA-7038

LDA-7038

HIRL

0.3% up SW

UTC-8(-7DT) N44°15.24′ W121°09.00′

WEATHER DATA SOURCES: ASOS 119.025 (541) 504-8743. IINICOM 122 95 REDMOND RCO 122.5 (MC MINNVILLE RADIO)

TOWER 124.5 (1400-0400Z±) GND CON 121.8 AIRSPACE: CLASS D svc 1400-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 071° 6.6 NM to fld. 4101/18E.

BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 222° 6 5 NM to fld

Rwv 22. Class IE. LOM BODEY NDB ILS 109.1 I-RDM

ROBERTS FLD (See REDMOND)

acft only. RDM ATCT does not provide ATC radar svc.

Chan 72

ROGUE VALLEY INTL-MEDFORD (See MEDFORD)

REO

N42°35.43' W117°52.09'

NOTAM FILE REO. at Rome State. 4050/19E.

COMM/NAV/WEATHER REMARKS: ATC radar svc provided within 40 NM radius by Seattle Center to transponder equipped

KLAMATH FALLS

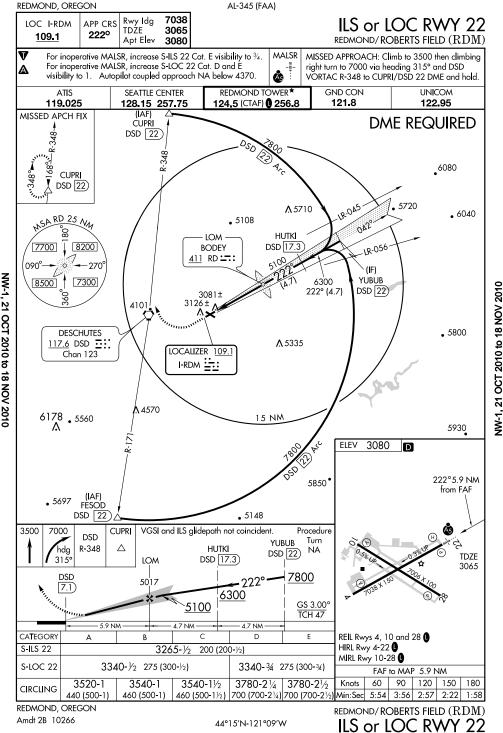
H-1B. L-13A

IAP. AD

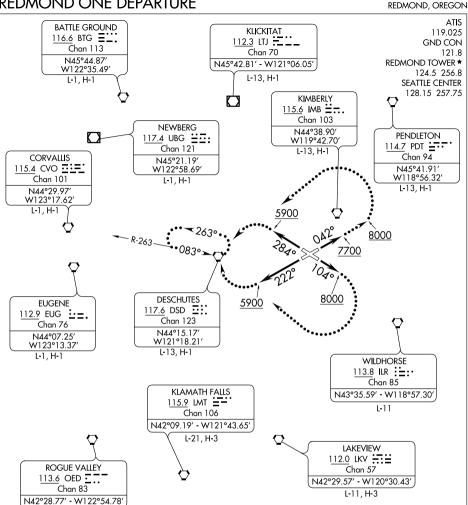
acft. Helipad H1 private use only. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 10-28, MALSR Rwy 22,

KLAMATH FALLS

H-3C, L-11B



### REDMOND ONE DEPARTURE



### TAKE-OFF OBSTACLE

L-21, H-3

Rwy 28: Numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

### TAKE-OFF MINIMUMS

Standard with minimum obstacle climb of 371' per NM to 13000, ATC climb of 465' per NM to 7700.

Rwy 10: Standard with minimum climb of 406' per NM to 13000.

Rwy 22: Standard with minimum obstacle climb of 356' per NM to 13000, ATC climb of 406' per NM to 5900.

Rwy 28: Standard with minimum climb of 358' per NM to 13000.

NOTE: RADAR required.

(NARRATIVE ON THE FOLLOWING PAGE)

NOTE: Chart not to scale. REDMOND, OREGON

21 OCT 2010 to 18 NOV 2010

## REDMOND ONE DEPARTURE



NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for radar vectors to assigned route/fix, Thence. . .

TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . .

TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

. Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:

TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct

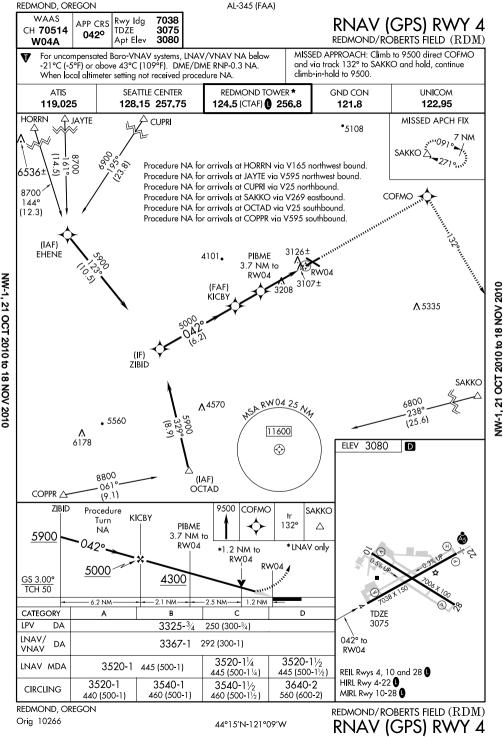
DSD VORTAC. . . . TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .

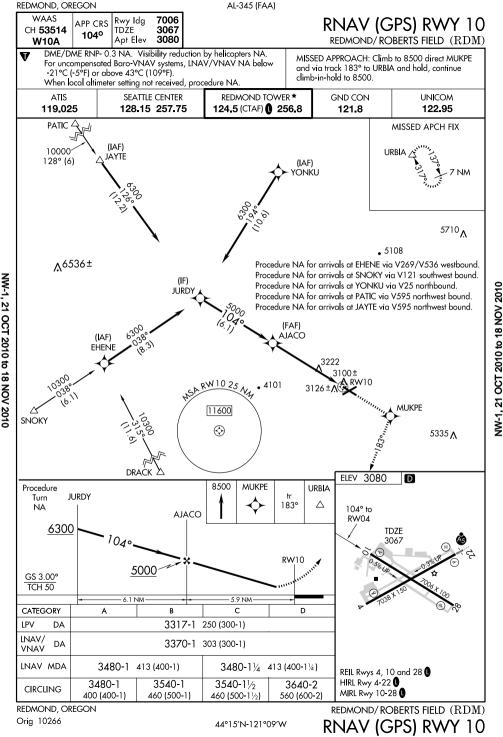
TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .

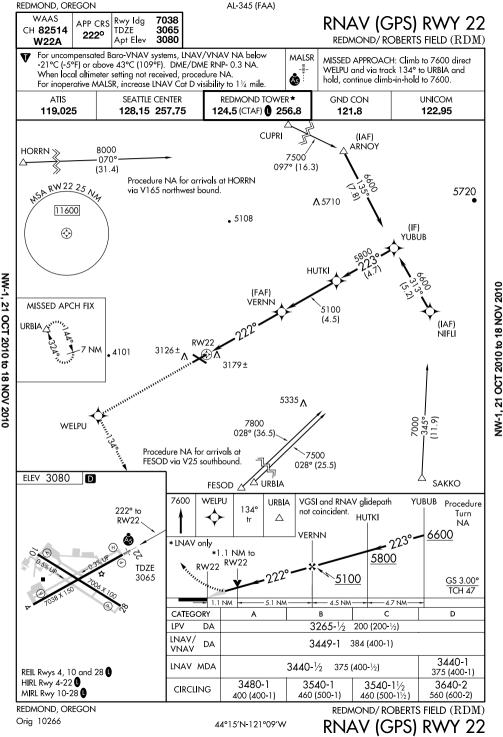
TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

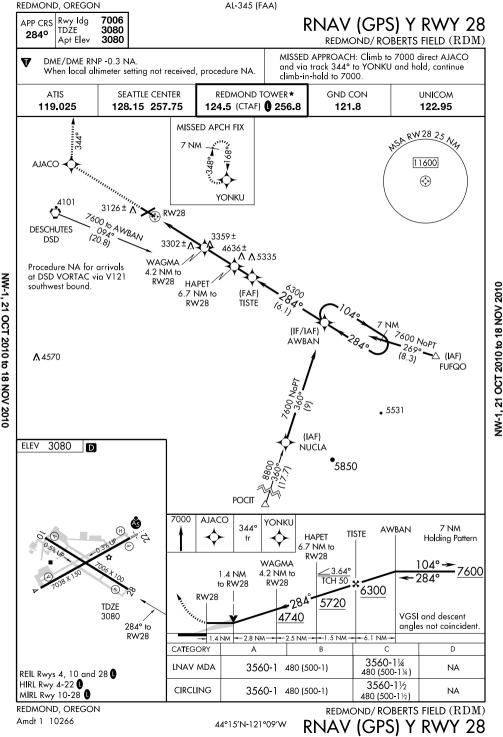
. . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC

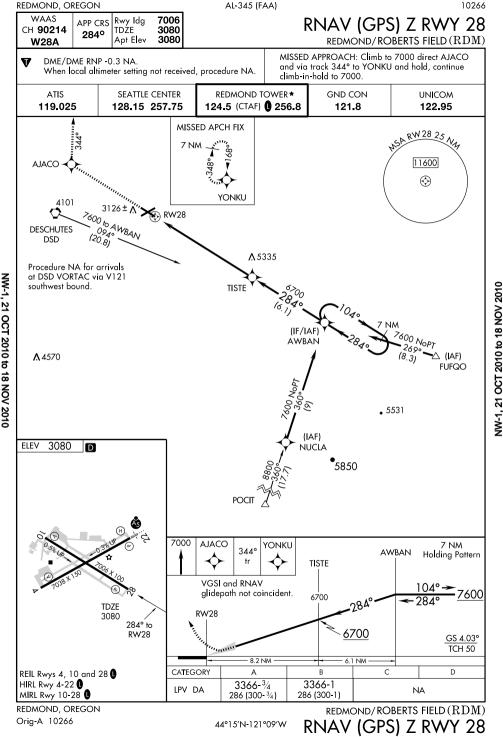
at or above the MEA before proceeding on course.



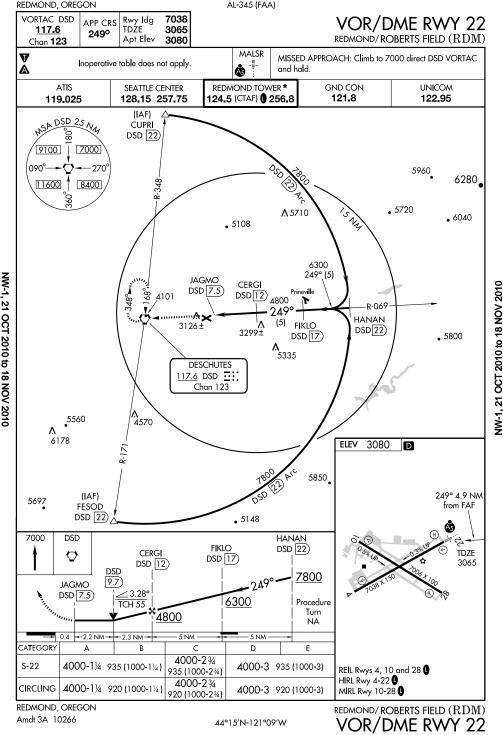








REDMOND, OREGON AL-345 (FAA) VORTAC DSD N/A Rwy Idg /OR-A APP CRS N/A 117.6 TDŹE 071° REDMOND/ROBERTS FIELD (RDM)Apt Elev 3080 Chan 123 V MISSED APPROACH: Climb to 4000 then climbing right turn to 7900 via heading 210° and DSD R-143 to DSD VORTAC and hold REDMOND TOWER★ **ATIS** SEATTLE CENTER GND CON UNICOM 124.5 (CTAF) 0 256.8 121,8 122.95 119.025 128.15 257.75 HORRN DSD 20 1/50 (IAF) 1701 ↑ 5710 **HERBS** (IAF) 1900 NOPT to TABSE DSD [10] HERLD 5108 DSD 10 Arc DSD [10]  $\Lambda 6536 \pm$ (IAF) BOTTL DSD [10) (IAF) **EENIE** DSD [15) NW-1, 21 OCT 2010 to 18 NOV 2010 17900 NoPT 0830 Prineville 7 R-263 4201± TABSE 3126± 083° DSD 10 5900 NoPT 083° (10) 3339± IAF -**DESCHUTES 1** 5335 117.6 DSD ... Chan 123 DSD 25 Ny 9100 7000 ELEV 3080 Б 090 11600 8400 ۸ 4570 071° 6.1 NM • 5560 from FAF **∆**6178 7900 DSD 4000 DSD Remain VORTAC ♡ R-143 hdg within 10 NM 210° DSD 7900 6.1 083° REIL Rwys 4, 10 and 28 **1** 5900 HIRL Rwy 4-22 0 MIRL Rwy 10-28 1 6.1 NM CATEGORY С D FAF to MAP 6.1 NM 3600-11/2 3640-2 Knots 60 90 120 150 180 **CIRCLING** 3600-1 520 (600-1) 560 (600-2) 3:03 2:02 Min:Sec 6:06 4:04 2:26 520 (600-11/2) REDMOND, OREGON REDMOND/ROBERTS FIELD (RDM) Amdt 5A 10266 44°15′N-121°09′W



N42°34.66′ W117°53.13′

AIRPORT REMARKS: Unattended. Sage growing in primary sfc. Rwy 03-21 sagebrush growing on west portion of rwy. Rwy 03-21 limited by arpt operator to 8000 pounds single wheel gear. COMMUNICATIONS: CTAF 122.9

(REO)

RWY 03-21: 6000X150 (GRVL)

TPA-5053(1000)

ROME STATE

RC0 122.65 (BOISE RADIO) (H) VORTACW 112.5

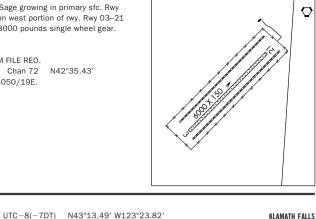
W117°52.09' at fld. 4050/19E.

20 SW

RADIO AIDS TO NAVIGATION: NOTAM FILE REO. REO Chan 72 N42°35.43'

UTC-8(-7DT)

NOTAM FILE REO



135

KLAMATH FALLS

ROSFBURG GEORGE FELT

RWY 10-28: 2300X100 (TURF)

RWY 28: Trees. Rgt tfc. AIRPORT REMARKS: Attended irregularly, Deer frequently on rwy, Migratory flocks of waterfowl on and in vicinity of arot. Soft earth off rwy and taxiway when wet. For noise abatement fly to river before turning. Monitor Roseburg Rgnl

(5S1)

NOTAM FILE MMV

3 W

RWY 10: Trees.

COMMUNICATIONS: CTAF 122 9

CTAF/UNICOM for conflicting acft.

(RBG) 1 NW

ROSEBURG RGNL FUEL 100LL, JET A OX 1 **S4** RWY 16-34: H4602X100 (ASPH)

RWY 16: REIL. Thid dsplcd 700'. Pole. RWY 34: REIL. VASI(V2L)-GA 3.0° TCH 53'. Thid dsplcd 371'. Tree. AIRPORT REMARKS: Attended 1600-0100Z±, Migratory flocks of waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE

MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34-CTAF. Rwy 34 VASI opr continuously. WEATHER DATA SOURCES: ASOS 135.475 (541) 673-1483. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.55 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 121.4 RADIO AIDS TO NAVIGATION: NOTAM FILE RBG. (L) VORW/DME 108.2 RBG

**ROSEBURG** N43°10.95′ W123°21.14′ (L) VORW/DME 108.2 RBG Chan 19 VOR unusable: 070°-130° beyond 20 NM below 8000' 130°-150° beyond 20 NM below 7000'

240°-290° beyond 25 NM below 5000' RCO 122.55 (MC MINNVILLE RADIO)

Chan 19

W123°21.14' 337° 3.4 NM to fld. 1320/20E.

NOTAM FILE RBG.

 $337^{\circ}\,3.4$  NM to Roseburg Rgnl. 1320/20E.

070°-130° beyond 20 NM below 8000'

34

KLAMATH FALLS H-1B, L-1A

KLAMATH FALLS

03 03 03

L-1A

IAP

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SALEM N44°55.14′ W123°00.54′

RCO 122 6 (Mc MINNVII I F RADIO)

N43°10.95'

UTC-8(-7DT) N43°14.33′ W123°21.35′

MIRL

0.6% up NW

G G G

000

00 00 00 00

NOTAM FILE RBG

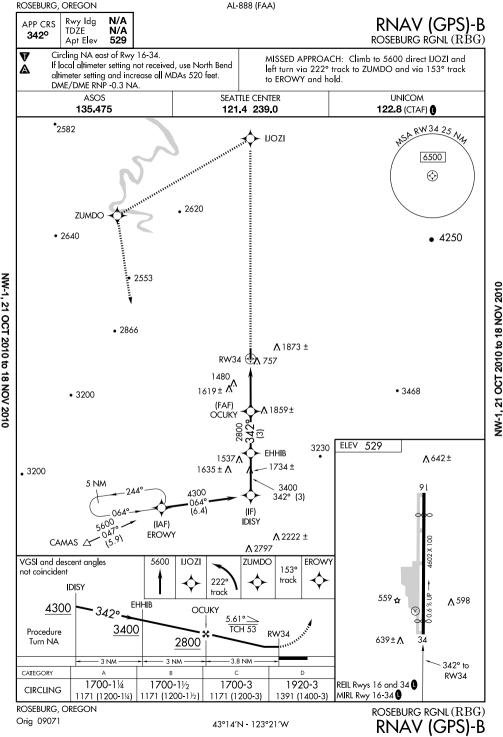
S-42, D-54, 2D-88

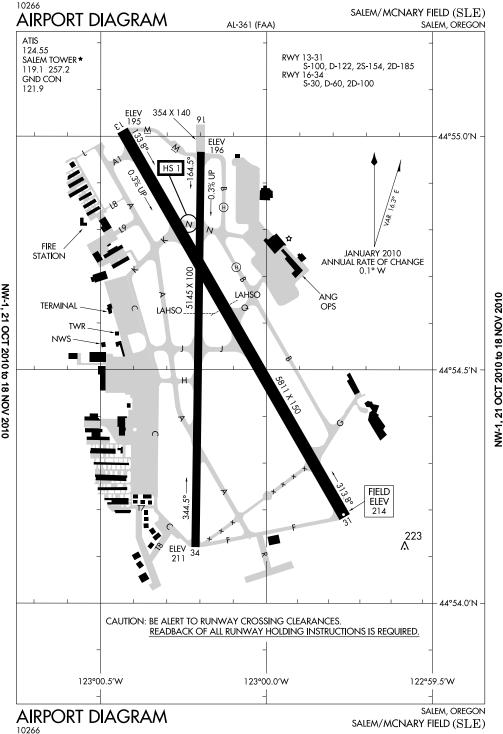
DME unusable: 130°-190° beyond 30 NM below 7000'

240°-320° beyond 25 NM below 5000'

SEATTLE

I-1R





RWY 13: ODALS. REIL. VASI(V4L)-GA 3.0° TCH 51'. Road.

2 SE UTC-8(-7DT) N44°54.57′ W123°00.15′

S-30, D-60, 2D-100

S-100, D-122, 2S-154, 2D-185

FUEL 100LL, JET A OX 1, 3 Class IV, ARFF Index A

SALEM

# RWY 16: REIL, PAPI(P4L)-GA 3.0° TCH 40', Road.

McNARY FLD

RWY 34: REIL, PAPI(P4L)—GA 4.0° TCH 44', Tree. LAND AND HOLD SHORT OPERATIONS

(SLE)

RWY 13-31: H5811X150 (ASPH-GRVD)

RWY 16-34: H5145X100 (ASPH-GRVD)

S4

RWY 31: MALSR. Tree.

MIRL 0.3% up S

LANDING HOLD SHORT POINT DIST AVRI

RWY 31 16-34 3150 RWY 34 13-31 3050 AIRPORT REMARKS: Attended 1530Z‡-dusk. Self fueling (100LL only)

avbl 24 hrs a day. Jet A avbl after normal business hrs with advanced notice at 503-508-4178 or 503-364-0111. CAUTION: Rising terrain west of arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on

503-588-6314. PPR required for parking acft on general aviation ramp over 99,000 lbs call airport manager 503-588-6314. Bird hazard: Heavy concentration waterfowl adi to arpt and approaches

WEATHER DATA SOURCES: ASOS (503) 371-1062.

geese concentrated transiting CLASS D airspace at TPA Oct-May. Noise abatement procedures in effect. When twr clsd ACTIVATE HIRL Rwy 13-31, MIRL Rwy 16-34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwv 13-CTAF.

to all rwys. Twy A from Twy L to L9 not visible from ATCT. Flocks of

COMMUNICATIONS: CTAF 119.1 ATIS 124.55 **UNICOM 122.95** SALEM RCO 122.6 (MC MINNVILLE RADIO) R SEATTLE CENTER APP/DEP CON 125.8

SALEM TOWER 119.1 (1500-0500Z‡) GND CON 121.9 AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69'

1440/21E. HIWAS.

**ILS/DME** 110.3 I-SLE Chan 40

closed. Localizer back course unusable beyond 16 NM below 2,400'.

TURNO NDB (LOM) 266 SL

N44°50.85′ W122°57.06′ Rwy 31.

SANDY COUNTRY SQUIRE AIRPARK (S48) 3 S 1175 NOTAM FILE MMV

RWY 07-25: H3095X32 (ASPH) S-7 RWY 25: Trees. RWY 07: Trees. AIRPORT REMARKS: Attended irregularly. CAUTION: Watch for deer on and in vicinity of arpt. Sink hole located 75' N of the AER 25. Rwy 07-25 loose gravel on surface, grass growing in cracks. Ldg fee. Overnight tiedown fee and

landing fee for non based acft. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG

SANDY RIVER (Ø3S) 1 NE UTC-8(-7DT) N45°24.10′ W122°13.72′

253/21E.

704 S3

COMMUNICATIONS: CTAF/UNICOM 122 8

RWY 08-26: 2115X100 (TURF) RWY 08: Trees. AIRPORT REMARKS: Attended sunrise-sunset. Extensive ultralight activity on and in vicinity of arpt. Ultralight operations use right traffic and TPA-1304(600), do not land on turf adjacent to rwy. Rwy 08-26 not marked.

FUEL 100LL TPA—See Remarks NOTAM FILE MMV RWY 26: Tree.

Chan 113 N45°44.87' W122°35.49' 129° 27.3 NM to fld.

UTC-8(-7DT) N45°21.27' W122°16.08'

161° 26 6 NM to fld 330° 4.3 NM to fld. LOM unmonitored when twr clsd.

LOM TURNO NDB. ILS and LOM unmonitored when tower

SEATTLE

L-1B

**SFATTLE** 

SEATTLE

IAP. AD

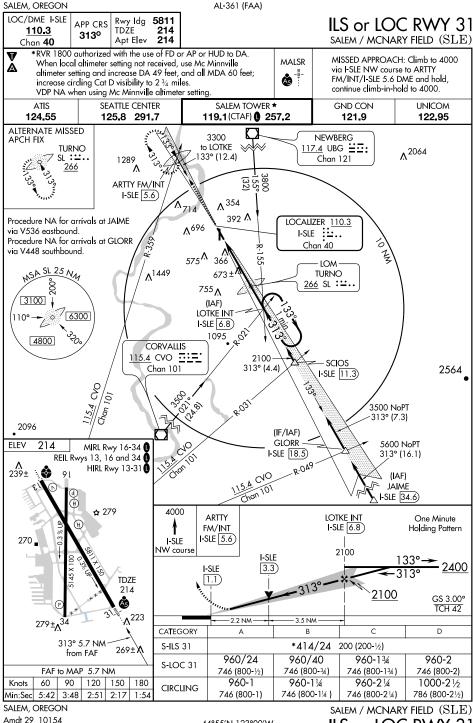
H-1B, L-1B

C3 C3

0.3% up SE

NOTAM FILE SLE

HIRL



NW-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 31

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

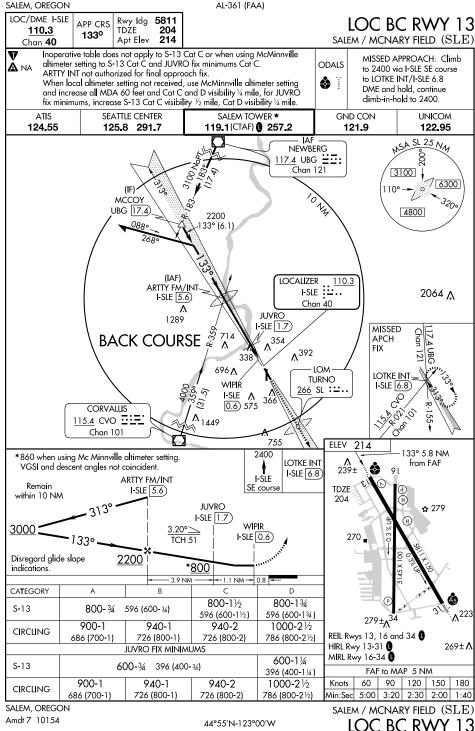
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

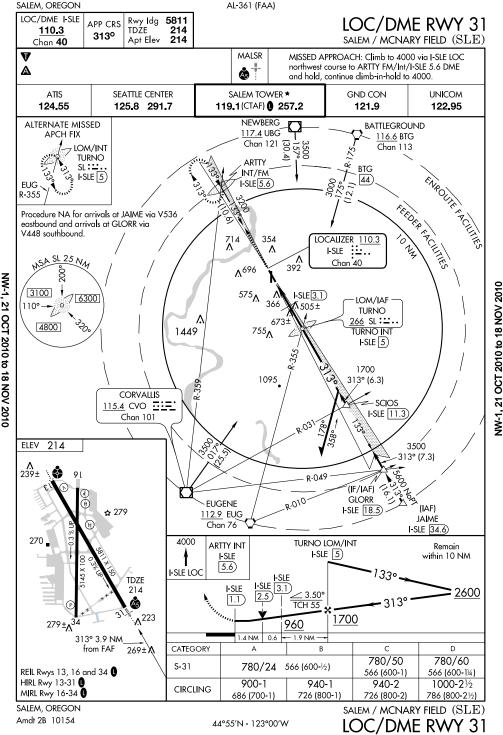
The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

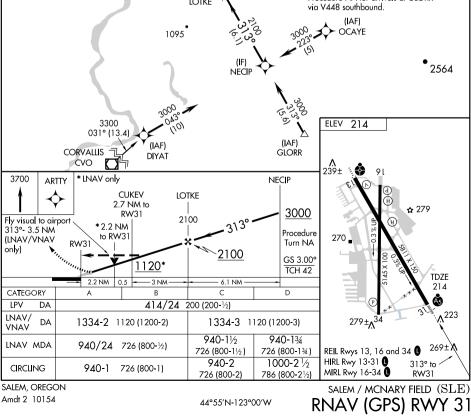
21 OCT 2010 to 18 NOV 2010



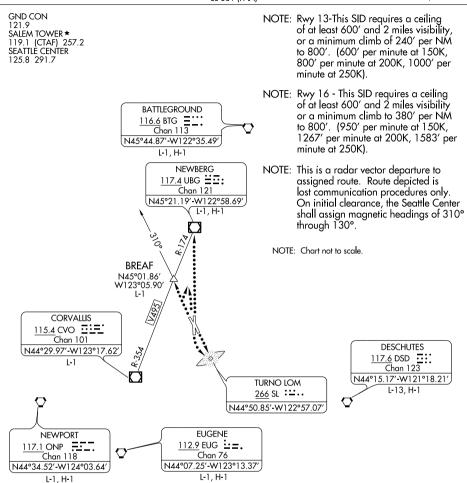
WW-1, 21 OCT 2010 to 18 NOV 2010



WW-1, 21 OCT 2010 to 18 NOV 2010



NW-1, 21 OCT 2010 to 18 NOV 2010



V

### DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned

LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000', continue climb to assigned altitude.

Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).

Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).

Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route). AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1-May 1 or when covered by snow. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Land to east tkf to west. Arpt surrounded by trees and high terrain. Rwy 06-24 marked with white tires at corners. Rwy thIds marked with white tires at corners. State

KLAMATH FALLS

### SANTIAM JUNCTION STATE (8S3) 0 S UTC-8(-7DT) N44°26.07′ W121°56.54′ 3780 TPA-4780(1000) NOTAM FILE MMV RWY 06-24: 2800X150 (GRVL)

RWY 15: REIL, PAPI(P4R)—GA 3.73° TCH 41', Tree. RWY 33: PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc.

on west side parallel twy. PAPI Rwy 33 OTS indef. WEATHER DATA SOURCES: ASOS 135.875 (503) 543-6401.

AIRPORT REMARKS: Attended 1600Z‡-dusk. Extensive ultralight activity

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' 256° 11.4 NM to fld. 253/21E.

ILS/DME 111.1 I-FKO Chan 48 Rwv 15. LOC only, LOC

RWY 24: Trees.

SCAPPOOSE INDUSTRIAL AIRPARK (SPB) 1 NE UTC-8(-7DT) N45°46.26' W122°51.71' S4 FUEL 100LL, JET A NOTAM FILE SPB RWY 15-33: H5100X100 (ASPH-RFSC) S-30, D-50, 2D-90

Highway Maintenance Station nearby.

RWY 06: Trees.

COMMUNICATIONS: CTAF 122.9

COMMUNICATIONS: CTAF/UNICOM 122.8 R PORTLAND APP CON 124.35 R PORTLAND DEP CON 133.0 **CLNC DEL** 121.65 RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

W122°35.49'

unusable bvd 20° west of course.

SEATTLE H-1B,L-1C MIRL 0.5% up NW IAP

### SEASIDE MUNI (56S) B TPA-1012(1000) NOTAM FILE MMV RWY 16-34: H2211X50 (ASPH) S-12 LIRL RWY 16: Thid dspicd 155'. Trees. RWY 34: Tree.

AIRPORT REMARKS: Unattended. Birds and elk on and in vicinity of rwy. COMMUNICATIONS: CTAF 122.9

SEXTON SUMMIT STX N42°36.00′ W123°22.04′/3838.

RCO 122.5 (MC MINNVILLE RADIO)

1 NE UTC-8(-7DT) N46°00.90' W123°54.46'

SEATTLE

KLAMATH FALLS

KLAMATH FALLS

KLAMATH FALLS

L-2J

L-2J

SEXTON SUMMIT N42°35.99' W123°22.04'

SILETZ BAY STATE (See GLENEDEN BEACH) SILVER LAKE F S STRIP (45S) 3 SW UTC-8(-7DT) N43°06.66' W121°05.65'

4492 NOTAM FILE MMV

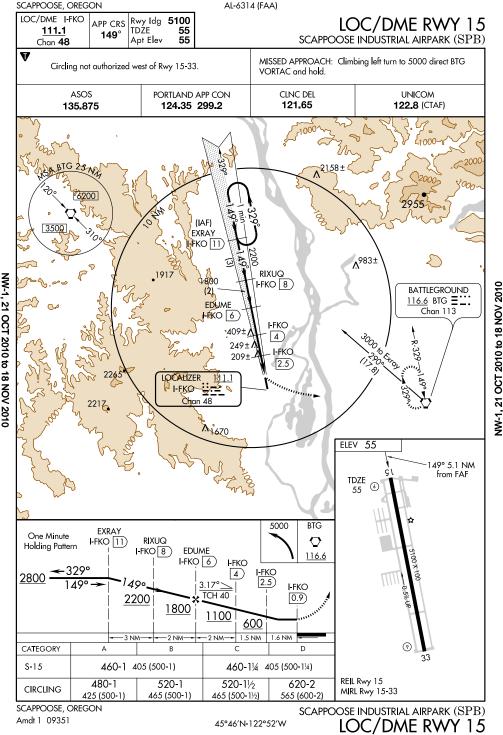
RWY 03-21: 3000X55 (GRVL-DIRT)

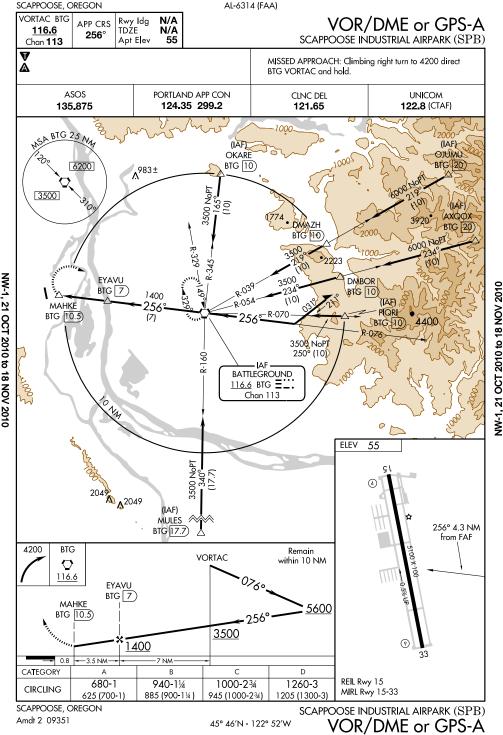
RWY 03: Fence. RWY 21: Fence.

COMMUNICATIONS: CTAF 122 9

ASOS 118.375 541-471-1460

AIRPORT REMARKS: Unattended. Rwv soft when wet, call 541-576-7520 for current conditions, Rwv 03 outlined with white tires. Rwy 03-21 has fence post at each end of rwy painted orange and white. Rwy 03-21 weed growth and sage throughout primary sfc.





### RADIO AIDS TO NAVIGATION: NOTAM FILE RDM. DESCHUTES (H) VORTACW 117.6

RWY 02-20: H3550X30 (ASPH)

RWY 02: Thid dspied 340'

SISTERS EAGLE AIR (6K5) 1 N UTC-8(-7DT) N44°18.27′ W121°32.35′ 3168 NOTAM FILE MMV S-4

Tree.

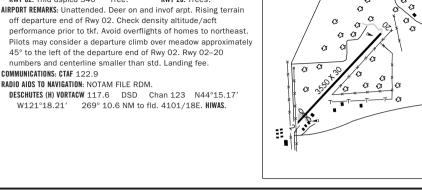
off departure end of Rwy 02. Check density altitude/acft

45° to the left of the departure end of Rwy 02. Rwy 02-20 numbers and centerline smaller than std. Landing fee. COMMUNICATIONS: CTAF 122 9

RWY 20: Trees.

DSD Chan 123 N44°15 17' W121°18.21' 269° 10.6 NM to fld. 4101/18E. HIWAS.

(See NORTH BEND)



KLAMATH FALLS

I-1B

### SOUTHWEST OREGON RGNL

SKYPORT

SPORTSMAN AIRPARK (See NEWBERG)

(See CORNELIUS)

STARK'S TWIN OAKS AIRPARK (See HILLSBORO)

SUNRIVER (S21) 1 W UTC-8(-7DT) N43°52.58' W121°27.18'

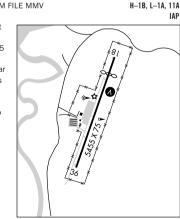
FUEL 100LL, JET A, A+ TPA-5164(1000) NOTAM FILE MMV

RWY 18-36: H5455X75 (ASPH) S-30 LIRL

RWY 18: VASI(V2L)—GA 3.5° TCH 22'. Thid dsplcd 988'. Tree. Rgt

tfc. RWY 36: Trees. AIRPORT REMARKS: Attended 1 Apr-15 May 1630-0100Z±, 16 May-15 Jun 1600-0200Z‡, 16 June-15 Sep 1600-0200Z‡, 16 Sep-15

Oct 1600-0130Z±, 16 Oct-30 Nov 1600-0100Z±, 1 Dec-31 Mar 1630-0030Z‡. After hrs fuel call 541-593-4603 for insructions or call after hrs emergency 541-480-1688. Flocks of waterfowl invof arpt. For fuel after hrs phone 541-593-1000. For noise abatement departing acft are urged to climb west of arpt prior to turning on course. ACTIVATE LIRL Rwy 18-36 and VASI Rwy



COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 128.15

18-CTAF.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM. DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17'

W121°18.21' 178° 23.5 NM to fld. 4101/18E. HIWAS.

THE DALLES N45°42.82′ W121°06.06′ RCO 122 65 (SEATTLE RADIO)

SFATTLE I-13A

KLAMATH FALLS

SUNRIVER, OREGON AL-6978 (FAA) VORTAC DSD VOR/DME RWY 18 Rwy Idg 4467 APP CRS TDŹE 4162 117.6 178° SUNRIVER (S21) Apt Elev 4164 Chan 123 V Obtain local altimeter setting on CTAF; when not received, MISSED APPROACH: Climbing left turn to 7000 via DSD use Redmond altimeter setting. R-178 to DSD VORTAC and hold. Circling NA at night to Rwy 36. SEATTLE CENTER UNICOM 128.15 257.75 122.8 (CTAF) ( R-358 IAF DESCHUTES <u>117.6</u> DSD **Ξ**∷ Chan 123 2000 178° 177 NW-1, 21 OCT 2010 to 18 NOV 2010 9175 COKAY 5560 DSD [11) 6178 DSD 25 Ny 7100 9080 PEDME DSD [17) 11600 DOCAS -5697 DSD 23.1 6890 ELEV 4164 5359± A 178° 6.2 NM 5013 **^** from FAF 7000 DSD COKAY VORTAC DSD [11) ♡ DSD TDZE PEDME 117.6 R-178 4162 DSD 17 178° 7000 **DOCAS** 3.04° 7000 DSD 23.1 TCH 40 Procedure 6200 Turn VGSI and descent angles not coincident. NA 0.1 6.1 NM 6 NM 11 NM CATEGORY D Α С 5440-11/4 5440-11/2 S-18 5440-3 1278 (1300-3) 1278 (1300-11/4) 1278 (1300-11/2) 5440-11/4 5440-11/2 CIRCLING 5440-3 1276 (1300-3) 1276 (1300-11/4) 1276 (1300-11/2) REDMOND ALTIMETER SETTING MINIMUMS 5660-11/4 5660-11/2 S-18 5660-3 1498 (1500-3) 1498 (1500-11/4) 1498 (1500-11/2) 5660-11/4 5660-11/2 5660-3 1496 (1500-3) CIRCLING LIRL Rwy 18-36 ( 1496 (1500-11/4) 1496 (1500-11/2) SUNRIVER, OREGON SUNRIVER (S21)Amdt 1 10098 VOR/DME RWY 18 43°53′N-121°27′W

NW-1, 21 OCT 2010 to 18 NOV 2010

0.6% up

O C

SEATTLE

IAP

H-1B, L-13A

000

SEATTLE

**SEATTLE** 

4647 X 100

### THE DALLES COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC-8(-7DT) N45°37.11′ W121°10.04′

NOTAM FILE DLS

RWY 30. REII

MIRL

B S4 FUEL 100LL. JET A1

RWY 12: Thid dspicd 200'. Trees.

RWY 12-30: H5097X100 (ASPH) S-30, D-30

RWY 07-25: H4647X100 (ASPH) S-30, D-30 MIRL RWY 07: Thid dspicd 440'. Trees. RWY 25: Thid dspicd 196'. AIRPORT REMARKS: Attended 1600-0200Z±. Waterfowl on and inovf arpt. PPR for overweight ldgs. Mtns byd 5000' approach Rwy 30.

Arpt physically located in state of Washington, ACTIVATE MIRL Rwy 12-30, Rwy 07-25 and REIL Rwy 30-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (509) 767-1726. COMMUNICATIONS: CTAF/UNICOM 123.0 THE DALLES RCO 122.65 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 119.65 RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

SF

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81' 185° 6.4 NM to fld. 3220/21E. W121°06.05′

**2AWIH** ILS/DME 109.35 I-DLS

unusable byd 33° right of course.

FUEL 100LL, JET A NOTAM FILE TMK

birds on or near arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 01-19-CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr

WEATHER DATA SOURCES: AWOS-3 120.0 (503) 842-8792. COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE APP/DEP CON 124.2.

continuously.

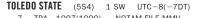
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 256° 35.6 NM to fld. 1440/21E, HIWAS.

TOKETEE STATE

(See CLEARWATER)



7 TPA-1007(1000) NOTAM FILE MMV RWY 13-31: H1750X40 (ASPH)

Chan 30(Y) Rwy 25. TILLAMOOK (TMK) 3 S UTC-8(-7DT) N45°25.10′ W123°48.86′ SEATTLE H-1B. L-1C RWY 13-31: H5001X100 (ASPH) S-60, D-75, 2D-125 MIRL 0.4% up SE RWY 13: REIL, PAPI(P2L)-GA 3.0°, TCH 40', Fence, RWY 31: PAPI(P2L)-GA 3.5° TCH 40'. Brush. RWY 01-19: H2910X75 (ASPH) S-40, D-46, 2D-67 MIRL RWY 01: PAPI(P2L)-GA 4.0° TCH 45', Fence. RWY 19: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. 61 AIRPORT REMARKS: Attended 1700-0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of

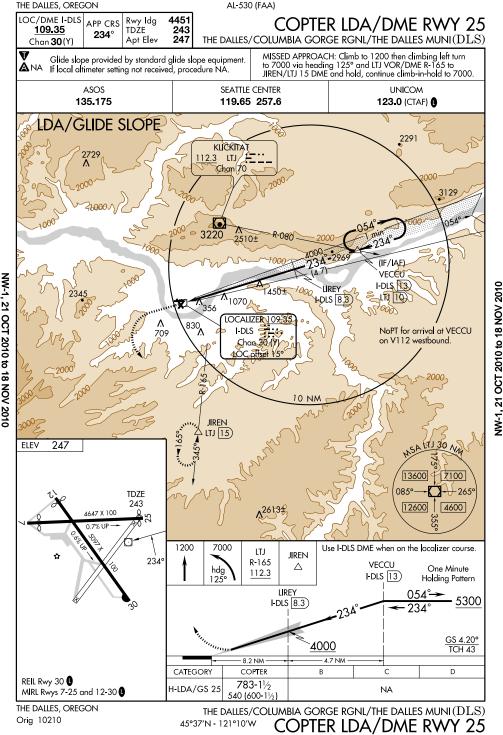
IAP

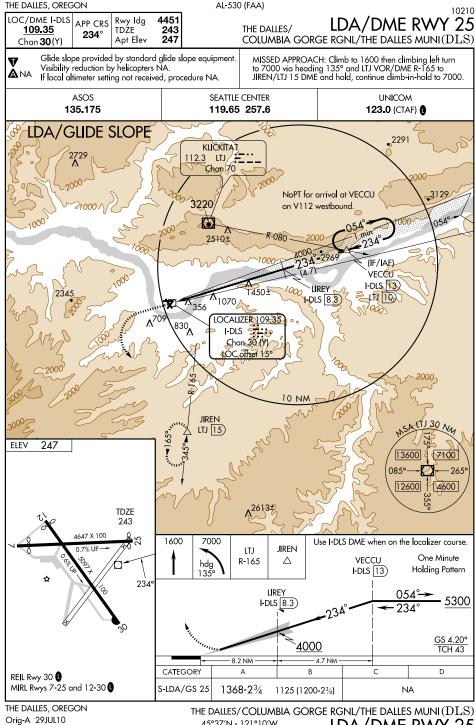
RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Unattended, Numerous deer and waterfowl invof of arpt, Owner advises contact with Department of Aviation 503-378-4880 prior to use. Trees in transition area. Rwy 13 has 120' trees near centerline, curve apch path from over water. Unpaved ramp and twy. COMMUNICATIONS: CTAF 122.9

N44°36.06' W123°56.37'

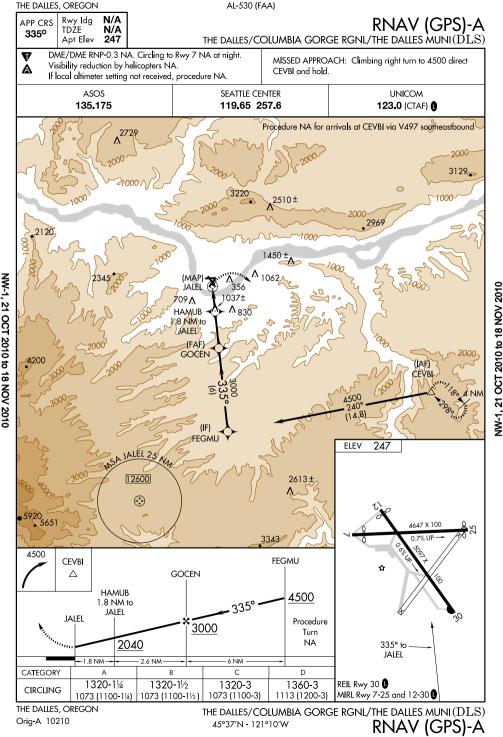
TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE. NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.





NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010



0.6% up

O C

SEATTLE

IAP

H-1B, L-13A

000

SEATTLE

**SEATTLE** 

4647 X 100

### THE DALLES COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC-8(-7DT) N45°37.11′ W121°10.04′

NOTAM FILE DLS

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MIRL

B S4 FUEL 100LL. JET A1

RWY 12: Thid dspicd 200'. Trees.

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SEATTLE CENTER APP/DEP CON 119.65 RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

SF

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**2AWIH** ILS/DME 109.35 I-DLS

unusable byd 33° right of course.

FUEL 100LL, JET A NOTAM FILE TMK

birds on or near arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 01-19-CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr

WEATHER DATA SOURCES: AWOS-3 120.0 (503) 842-8792. COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE APP/DEP CON 124.2.

continuously.

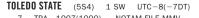
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 256° 35.6 NM to fld. 1440/21E, HIWAS.

TOKETEE STATE

(See CLEARWATER)



7 TPA-1007(1000) NOTAM FILE MMV RWY 13-31: H1750X40 (ASPH)

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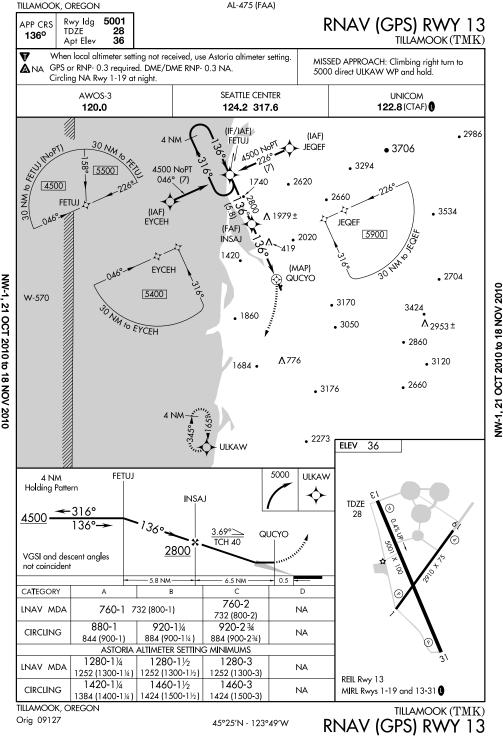
IAP

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Unattended, Numerous deer and waterfowl invof of arpt, Owner advises contact with Department of Aviation 503-378-4880 prior to use. Trees in transition area. Rwy 13 has 120' trees near centerline, curve apch path from over water. Unpaved ramp and twy. COMMUNICATIONS: CTAF 122.9

N44°36.06' W123°56.37'

TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE. NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.



NAME



21 OCT 2010 to 18 NOV 2010

### INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR  ALBANY MUNI VOR/DME or GPS-A  NA except for operators with approved weather reporting service.
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.
ASTORIA, OR ASTORIA RGNLRNAV (GPS) Rwy 26 <sup>12</sup> VOR Rwy 8 <sup>3</sup> <sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR AURORA STATE
BAKER, MT BAKER MUNINDB Rwy 131

ASTORIA, OR
ASTORIA RGNL RNAV (GPS) Rwy 2612 VOR Rwy 83
<sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR
AURORA STATELOC Rwy 17 <sup>1</sup> RNAV (GPS) Rwy 17 <sup>23</sup> RNAV (GPS) Rwy 35 <sup>2</sup>
¹Category D, 800-2¼. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
BAKER, MT BAKER MUNINDB Rwy 131
NDB Rwy 31 <sup>2</sup> ¹Categories A,B, 1100-2; Categories C,D, 1100-3.

2Categories A,B, 1000-2; Category C, 1000-23/4;

BAKER CITY MUNI ...... RNAV (GPS) Rwy 1312

NAME ALTE BELLINGHAM, WA BELLINGHAM INTL NA when local weather no	RNAV (GPS) Rwy 16
BIG PINEY, WY MILEY MEMORIAL FIELD Category D, 800-21/4.	VOR Rwy 31
	NAV (GPS) Rwy 10L <sup>2</sup> NAV (GPS) Rwy 28R <sup>3</sup> -2 <sup>1</sup> / <sub>4</sub> .
BOISE, ID BOISE AIR TERMINAL(GO FIELD)RN	

BOISE AIR TERMINAL(GOWEN
FIELD) LOC BC Rwy 28L
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT	
<b>GALLATIN FIELD</b>	RNAV (GPS)-A1
	VOR Rwy 12 <sup>2</sup>
<sup>1</sup> Categories A, B, 1900-3.	1900-2; Categories C, D,
<sup>2</sup> Categories A. B.	900-2: Category C. 900-23/4:

# BREMERTON, WA

Category D, 900-3.

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available. 1Categories A,B, 1200-2; Categories C,D, 1200-3.



**ALTERNATE MINS** 

<sup>4</sup>NA when control zone not in effect.

<sup>1</sup>NA when local weather not available.

3Categories A,B, 1900-2; Categories C,D,

Category D, 1000-3.

<sup>2</sup>Category D, 900-23/4.

**BAKER CITY, OR** 

1900-3.

VOR-A13

VOR/DME Rwy 1324





ALTERNATE MINIMUMS RNAV (GPS) Rwy 31 <sup>1</sup>
VOR/DMÉ Rwy 31 <sup>2</sup> er not available.
; Category D, 800-2½.
VOR-A
VOR/DME-B er not received.
INT VERNON, WA
NDB Rwy 101
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
er not available. 0-2; Categories C,D,
VOR Rwy 30 0-2; Categories C,D,
ILS Y Rwy 15 <sup>1</sup> LOC/DME Rwy 15 <sup>2</sup> RNAV (GPS) Y Rwy 15 <sup>3</sup>
V (GPS) Z Rwy 15,1200-2
VOR or GPS-B.1400-3
OR/DME or GPS-A.3000-3
1200-4.
0-2; Categories C,D,
0-2; Categories C,D,

# 

	<del></del>
NAME CHEYENNE, WY	ALTERNATE MINIMUMS
CHEYENNE RGNL/	JERRY OLSON
	ILS or LOC Rwy 27 <sup>1</sup>
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NDB Rwy 271
	RNAV (GPS) Rwy 9 <sup>2</sup>
	RNAV (GPS) Rwy 13 <sup>2</sup>
	RNAV (GPS) Rwy 31 <sup>2</sup>
<sup>1</sup> NA when control to	, , ,
<sup>2</sup> NA when local we	ather not available.
CODY, WY	
,	
YELLOWSTONE	
REGIONAL	RNAV (GPS) Rwy 221
	VOR or GPS-A <sup>2</sup>
0 ,	21/4; Category D, 200-23/4.
<sup>2</sup> Category D, 900-3	3.
COEUR D'ALENE	, ID
COEUR D'ALENE-F	PAPPY
BOYINGTON FIELD	ILS or LOC/DME Rwy 5

NDB Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

DEER PARK, WA

DEER PARK ....... RNAV (GPS) Rwy 34

NA when local weather not available.

DILLON, MT

DILLON .......VOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ......VOR Rwy 29 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ......RNAV (GPS)-A

Categories A, B, 1100-2.

NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ................................ RNAV (GPS) Rwy 25¹

RNAV (GPS) Rwy 29

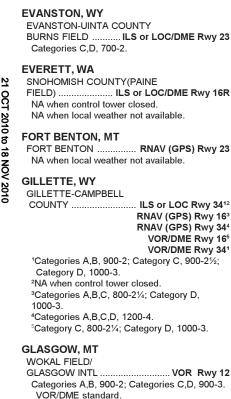
VOR-B²

NA when local weather not available. Category D, 800-21/4.

<sup>2</sup>Category A, 1500-2.







ALTERNATE MINS

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. <sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4; Category D, 1300-3.

FIELD .....ILS or LOC/DME Rwy 16R1

EPHRATA MUNI ..... RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L<sup>1</sup> RNAV (GPS) Rwy 34R<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup> VOR/DME Rwy 3<sup>1</sup> VOR Rwy 21<sup>1</sup>

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

<sup>1</sup>Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

# HAVRE, MT

HAVRE CITY-COUNTY ......VOR Rwy 26 Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ..... ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 <sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. <sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

# HOQUIAM, WA

21 OCT 2010 to 18 NOV 2010

BOWERMAN ..... RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-23/4; Category D, 900-3.

### **IDAHO FALLS, ID**

IDAHO FALLS RGNL ...... ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

<sup>1</sup>ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

<sup>2</sup>Category E, 800-21/2.

<sup>3</sup>NA when local weather not available.

### JACKSON, WY

JACKSON HOLE .....RNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

<sup>1</sup>Categories A,B, 1200-2; Categories C,D, 1200-3. <sup>2</sup>Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY ..... RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. <sup>1</sup>Categories A, B, 1300-2; Categories C, D,

1300-3.

# JOHN DAY, OR

**GRANT COUNTY RGNL/** OGILVIE FIELD ..... RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

### KALISPELL, MT

GLACIER PARK INTL .....ILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

<sup>1</sup>ILS, Categories C, D, 700-2. <sup>2</sup>NA when local weather not available.

### KELSO, WA

SOUTHWEST

WASHINGTON RGNL ..... RNAV (GPS) Rwy 12 Categories A, B, 900-2.

### KLAMATH FALLS. OR

KLAMATH FALLS .... ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 <sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. <sup>4</sup>Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

# LAKEVIEW, OR

LAKE COUNTY ...... VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



# ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 <sup>2</sup>
	RNAV (RNP) Z Rwy 12 <sup>2</sup>
	RNAV (RNP) Z Rwy 26 <sup>2</sup>
	VOR Rwy 8 <sup>3</sup>
	VOR Rwy 261
¹Category D, 800-21/4	

<sup>2</sup>NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

### LEWISTOWN. MT

LEWISTOWN MUNI ...... RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

### LIVINGSTON, MT

MISSION FIELD ...... VOR/DME-B1 VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

### MC CALL, ID

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MC CALL MUNI ..... RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

### MC MINNVILE, OR

MC MINNVILLE MUNI ...... ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

### NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwv 1412

LOC/DME BC-B<sup>23</sup> RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 <sup>1</sup>ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. <sup>2</sup>NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

### MISSOULA. MT

MISSOULA INTL .....ILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

### MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R<sup>2</sup> RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L<sup>2</sup> VOR -3 Rwy 14L<sup>2</sup> VOR Rwy 22<sup>2</sup> VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.







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PASCO, WA

# **ALTERNATE MINS**



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NA except for opera reporting service.	ALTERNATE MINIMUMSVOR or GPS Rwy 31 tors with approved weather 0-2;Categories C,D, 900-3.
NORTH BEND, OR SOUTHWEST OREG RGNL	GON ILS or LOC Rwy 4 <sup>1</sup> NDB Rwy 4 <sup>2</sup> RNAV (GPS) Y Rwy 4 <sup>2</sup> VOR-A <sup>3</sup> VOR/DME-B <sup>2</sup>
21/4; Category D, 1/ 900-21/4; Category <sup>2</sup> Category C, 900-21/	/ <sub>4</sub> ; Category D, 1100-3. 200-2; Categories C, D,
OAK HARBOR, WA AJ EISENBERG NA when local weat	RNAV (GPS) Rwy 7
OLYMPIA, WA OLYMPIA RGNL	ILS or LOC Rwy 17 <sup>123</sup> RNAV (GPS) Rwy 17 <sup>2</sup> RNAV (GPS) Rwy 35 <sup>2</sup> VOR-A <sup>24</sup> VOR/DME Rwy 35 <sup>2</sup>
<sup>1</sup> ILS, Categories C, <sup>2</sup> NA when local wea <sup>3</sup> NA when control to <sup>4</sup> Category D, 800-21	D, 700-2. ther not available. wer closed.
ONTARIO, OR ONTARIO MUNI NA when local weat	RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 her not available.

TRI-CITIES ..... ILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30

NAME ALTERNATE MINIMUMS PENDLETON, OR  EASTERN OREGON RGNL AT PENDLETON ILS or LOC/DME Rwy 25¹ RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 29 VOR Rwy 7
NA when local weather not available.  1ILS, NA when control tower closed.
PINEDALE, WY PINEDALE, RALPH WENZ FIELD
POCATELLO, ID  POCATELLO RGNLILS or LOC Rwy 21¹  RNAV (GPS) Rwy 3²  RNAV (GPS) Rwy 21² ¹NA when control zone not in effect. ²NA when local weather not available.
PORT ANGELES, WA

# WILLIAM R

FAIRCHILD INTL .....ILS or LOC Rwy 8 RNAV (GPS) Rwy 81

RNAV (GPS) Rwy 26 NA when local weather not available. ¹Categories A, B, 1000-2; Categories C, D, 1000-3.



3Category D, 800-21/4.

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

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# ALTERNATE MINS



ALIERNATE WIINS	
NAME ALTERNATE MINIMUMS  PORTLAND, OR  PORTLAND INTL	NAME ALTERNATE MINIMUMS REDMOND, OR ROBERTS FIELD
LOC, Category D, 1000-3; Category E, 1200-3.  *ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.  *Category D, 1000-3.  *NA when local weather not available.  *Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.  PORTLAND-HILLSBORO ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	Category D, 800-2½.  RICHLAND, WA  RICHLAND
NA when local weather not available.  ¹Categories A, B, 1500-2; Categories C, D, 1500-3.  PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.  PULLMAN/MOSCOW, WA	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 VOR Rwy 10 VOR Rwy 20 NA when local weather not available.  ROSEBURG, OR ROSEBURG RGNLRNAV (GPS)-B
PULLMAN/MOSCOW MUNIRNAV (GPS) Rwy 5,800-21/4  RAWLINS, WY RAWLINS MUNI/	NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.  SALEM, OR





MCNARY FIELD .....ILS or LOC Rwy 3112

<sup>1</sup>NA when local weather not available.

C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

<sup>2</sup>ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category

LOC/DME Rwy 313

RNAV (GPS) Rwy 3113

Category D, 900-234.

23/4; Category D, 1000-3.

HARVEY FIELD ..... RNAV (GPS) Rwy 221

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2;

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-

VOR/DME Rwy 22<sup>2</sup>



NAME SALMON, ID	ALTERNATE MINIMUMS	NAME SPOKANE, WA	ALTERNATE	MINIMUMS		
LEMHI COUNTY NA when local weath	ner not available. 00-2; Category C, 3000-3.	FELTS FIELD		/DME Rwy 21R <sup>1</sup> RNAV (GPS)-A <sup>2</sup> (GPS) Rwy 3L <sup>2</sup> VOR Rwy 3L <sup>34</sup>		
SCAPPOOSE, OR				ory C, 1000-2¾.		
SCAPPOOSE INDUS				ory C, 1000-2 <sup>3</sup> / <sub>4</sub> ;		
	VOR/DME or GPS-A Category C, 1000-23/4;	Category D, 10	บบบ-3. B, 1000-2; Cateo	varias C. D		
Category D 1300-3		1000-3.	b, 1000-2; Cale	Jones C, D,		
January 2 1000 0	•		weather not ava	ilable.		
SEATTLE, WA						
BOEING FIELD-KING		SPOKANE INTL				
INTL	ILS or LOC Rwy 31L <sup>1</sup> LOC/DME Rwy 13R <sup>2</sup>		RNA	V (GPS) Rwy 3 <sup>2</sup> VOR Rwy 3 <sup>3</sup>		
	RNAV (GPS) Y Rwy 13R3	<sup>1</sup> ILS, Category I				
	RNAV (RNP) Z Rwy 13R4	<sup>2</sup> Category D, 800-21/ <sub>4</sub> .				
¹Category A, 800-2;		<sup>3</sup> Category E, 80	00-21/2.			
	½; Category D, 1000-3. Category C, 900-2½;	TACOMA, WA				
Category D, 1000-3		TACOMA NARROWSILS Rwy 171				
	Category C, 900-2¾;	NDB Rwv 35¹				
Category D, 1000-3		RNAV (GPS) Rwy 1712				
<sup>4</sup> Categories A, B, C,	D, 800-21/4.	RNAV (GPS) Rwy 35 <sup>23</sup>				
			ol tower closed.			
SHERIDAN, WY		<sup>2</sup> Category D, 80				
SHERIDAN		<sup>3</sup> NA when local	weather not ava	ilable.		
COUNTY	ILS or LOC/DME Rwy 32 RNAV (GPS) Rwv 14	THE DALLES,	ΩP			
	RNAV (GPS) RWy 14 RNAV (GPS) RWy 32	COLUMBIA GEO				
	VOR Rwy 14	THE DALLES M		RNAV (GPS)-A		
NA when local weath Category D, 800-21/4	ner not received.		, 1100-2; Catego			
SIDNEY, MT		TWIN FALLS, I	D			
	MUNI NDB Rwy 11	JOSLIN FIELD-N				
	NDB Rwy 19 <sup>2</sup>			or LOC Rwy 251		
	RNAV (GPS) Rwy 13			NDB Rwy 25		

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RNAV (GPS) Rwy 193

**ALTERNATE MINS** 

NA when local weather not available. <sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

3Category D, 800-21/4.

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25 VOR Rwy 7<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.





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# **ALTERNATE MINS**



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ...... ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 <sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available.

# WENATCHEE, WA

4Category D, 800-21/2.

**PANGBORN** 

MEMORIAL ..... ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

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### WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

### WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16 Categories C,D, 800-21/2.

### YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD .... ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12

> RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/2; Category D, 800-23/4.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

1100-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.





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# RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY Amdt 1B, MAY 8, 2008 (FAA) CHEYENNE RGNL/JERRY OLSON FIELD

**ELEV 6159** 

RADAR - 124.55 263.075 ₩ A NA

HAT/ HAT/							,			
				DA/	HAT			DA/	HATI	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	<b>6321</b> /24	200	(200-1/2)				
	_									
ASR	-					` ,				` ,
	27		ABC	<b>6520</b> /24	399	(400-1/2)	DE	<b>6520</b> /50	399	(400-1)
CIR	ALL		AB	6660-1	501	(600-1)	С	6660-11/2	501	$(600-1\frac{1}{2})$

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 11/2. PAR not available when ASR out of service.

561 (600-2)

Ε

UAT/

GRAY AAF (KGRF), FORT LEWIS, WA (Amdt 1 10210 USA)

**6720**-2

**ELEV 300** 

**6960**-2¾ 801 (900-2¾)

RADAR - (E) 128.2 139.925 239.0 317.4 ₩ A NA

D

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR 1	15	3.0°/55/853	ABCD	499/24	200	(200-1/2)
	33	3.0°/39/729	ABCD	500-1/2	200	(200-1/2)

<sup>&</sup>lt;sup>1</sup>Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED). LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

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# RADAR INSTRUMENT APPROACH MINIMUMS

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## RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

**ELEV 193** 

A J EISENBERG

RADAR - 118.2 285.65 🔻 🗥 NA

ASR	<b>RWY</b> 7	GS/TCH/RPI	CAT AB CD	<b>DA/ MDA-VIS</b> 620-1 NA	HATh/ HAAA 427	<u>CEIL-VIS</u> (500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN) ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x  $\overline{V}$ 

PAR¹	RWY 14 <sup>5</sup> 12 32 <sup>7</sup> 14 7 <sup>3</sup> 11 25 <sup>2</sup> 13	GS/TCH/RPI 3.0°/48/947 3.0°/34/772 3.0°/50/961 3.0°/40/718	CAT ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 139-¼ 297-½ 125-½ 228-½	HAT/ HATh/ HAA 100 250 100 200	CEIL-VIS (100-1/4) (300-1/2) (100-1/2) (200-1/2)
W/O GS	7 14 <sup>7</sup> 12 32 <sup>8</sup> 10 25 <sup>6</sup> 13		ABCDE AB CDE ABC DE AB C D	300-1 360-½ 360-¾ 500-¾ 500-1 620-½ 620-1 620-1¼ 620-1½	275 321 321 453 453 593 593 593 593	(300-1) (400-½) (400-¾) (500-¾) (500-1) (600-½) (600-1) (600-1½)
ASR	711		AB C DE	460-1 460-11/4 460-11/2	435 435 435	(500-1) (500-1½) (500-1½)
	144 12		AB C D E	620-½ 620-1 620-1¼ 620-1½	581 581 581 581	(600-½) (600-1) (600-1½) (600-1½)
	328 12		AB C D E	680-½ 680-1¼ 680-1½ 680-1¾	633 633 633 633	(700-½) (700-1¼) (700-1½) (700-1¾)

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# RADAR INSTRUMENT APPROACH MINIMUMS

N2

# RADAR MINS

10210

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# RADAR INSTRUMENT APPROACH MINIMUMS

### WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

25 <sup>10</sup> 11	Α	780-1/2	753	(800-1/2)
	В	780-¾	753	(800-3/4)
	С	<b>780</b> -1¾	753	(800-13/4)
	D	<b>780</b> -2	753	(800-2)
	E	<b>780</b> -21⁄4	753	(800-21/4)
CIRCLING 7, 14, 25, 329	А	<b>740</b> -1	693	(700-1)
	В	800-11/4	753	(800-11/4)
	С	800-21/4	753	(800-21/4)
	D	860-23/4	813	(900-23/4)
	E	<b>1120</b> -3	1073	(1100-3)
CIRCLING 25°	Α	<b>780</b> -1	733	(800-1)
ASR	В	800-11/4	753	(800-11/4)
	С	800-21/4	753	(800-21/4)
	D	860-23/4	813	(900-23/4)
	E	<b>1120</b> -3	1073	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Missed approach minimum climb rate 226′/NM until reaching 3000. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¾ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁵When Circling to RWY 32, increase vis CAT A to 1¼ mile. ¹⁰When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT C to 2¼ miles, CAT D to 2½ miles, CAT E to 2¾ miles. ¹¹Amdt 1. ¹²Amdt 2. ¹³Amdt 3. ¹⁴Amdt 4.

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# RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

### INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME AFTON, WY

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TAKE-OFF MINIMUMS

**AFTON MUNI** 

DEPARTURE PROCEDURE: Rwy 16, Use LUNDI DEPARTURE. Rwy 34, use AFTON DEPARTURE.

### ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwy 16, turn right. Rwy 34, turn left. All aircraft climb direct CVO VOR/ DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

### ANACONDA, MT

**BOWMAN FIELD** 

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 17, std. w/min. climb of 321'per NM to 10200, or 2800-3 for climb in visual conditions. Rwy 22, NAobstacles. Rwy 35, std. w/min. climb of 369 per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 4, 35, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

### NAME TAKE-OFF MINIMUMS BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, leftturn, 166° inbound).

NOTE: Rwy 17, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. Rwy 35, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

### ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

### ARLINGTON, WA

### **ARLINGTON MUNI**

TAKE-OFF MINIMUMS: Rwy 11, 600-2 or std. with a min. climb of 350' per NM to 700. Rwy 34, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 11, turn right.
Rwy 16, climb direct to WATONLOM. Rwys 29,34, turn
left. All aircraft climb direct to WATONLOM. Aircraft
departing WATONLOM on bearings 150° CW 200° and
bearings 260° CW 340° from WATONLOM continue
climb on course. Aircraft departing WATONLOM on
bearings 340° CW 150° from WATONLOM climb in
holding pattern (S, left turns, 339° inbound) to 4500 then
continue climb on course. Aircraft departing WATON
LOM on bearings 200° CW 260° from WATONLOM
climb in holding pattern (S, left turns, 339° inbound) to
1500 then continue climb on course.

### ASTORIA, OR

### ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwys 8,31, turn left.
Rwy 13, climb runway heading to 800 then climbing right
turn. Rwy 26, turn right. Aircraft departing
northwestbound climb via AST R-290 on course.
All other aircraft climb to 1500 or above via AST R-290
then left turn to AST VOR/DME and continue climbing
on course.

### AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

### AURORA, OR

21 OCT 2010 to 18 NOV 2010

### **AURORA STATE**

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwy17, multiple trees 31 'from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/29' MSL. Rwy 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

### BAKER, MT

### BAKER MUNI

NOTE: Rwy 13, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

### BAKER CITY, OR

### BAKER CITY MUNI

TAKE-OFF MINIMUMS: Rwy 8, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 250K). Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). Rwy 17, NA. Rwy 31, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Rwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000' per min. at 250K). DEPARTURE PROCEDURE: Rwy 8.13. turn left.

DEPARTURE PROCEDURE: Rwys 8,13, turn left. Rwys 26,31,35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

### BELLINGHAM, WA

### **BELLINGHAM INTL**

DEPARTURE PROCEDURE: Rwy 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: Rwy 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

### BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)
DEPARTURE PROCEDURE: Use BEND
DEPARTURE.

### **BIG PINEY, WY**

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.
DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via
BPI R-124. Rwy 31, climb to 10800 via BPI R-320
thence all aircraft climb on course.

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# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

### **BILLINGS, MT**

**BILLINGS LOGAN INTL (BIL)** 

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy10R**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy10L**, Climb heading 098° to 4600 before turning right.

NOTE: Rwy10L, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left

grount beginning 21 into meparature en dorf uniway, 450 right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

### BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

### BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI) AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

### BONNERS FERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20**, use KARPS
(RNAV) DEPARTURE.

### **BOZEMAN,MT**

21 OCT 2010 to 18 NOV 2010

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwys 12, 30, use BOZEMAN DEPARTURE.

### BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19**, Climb to 6000 direct CAN NDB, thence...

... Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: Rwy 1, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

### **BUFFALO,WY**

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13,31,2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: Rwy 31,400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: Rwy 13, turn left. Rwy 31, climb straight ahead. All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: Rwy 13, climb straight ahead. Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

### BURLEY, ID

BURLEY MUNI (BYI) AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 6, climbing left turn direct BYI VOR/ DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 20, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: Rwy 2, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL, Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/ 4161'MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/ 4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/ 4283' MSL. Rwy 6, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **V** 

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

### BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL, Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL, Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL Antenna 1630' from DER, 112' left of centerline, 58 AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

### **BURLINGTON/MOUNT VERNON, WA**

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 340' per NM to 3600. Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22, 1300-2 or std. with a min. climb of 210' per NM to 1800. DEPARTURE PROCEDURE: Rwys 4,10,22, turn right

heading 280°. Rwy 28, climb runway heading. All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others

continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL

### BURNS, OR

**BURNS MUNI** 

DEPARTURE PROCEDURE: Rwy 3, climbing right turn, thence... Rwy 12, climb to 4600 via heading 117°, thence... Rwys 21, 30, climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000. NOTE: Rwy 21, pole 820' from departure end of runway,

### BUTTE, MT

### **BERT MOONEY**

TAKE-OFF MINIMUMS: Rwy 11, NA-obstacles. Rwy 15, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. Rwy 29, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. Rwy 33, std. w/min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 15, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...Rwy 29, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... Rwy 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621'MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

### CALDWELL, ID

### CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439'MSL.

### CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR) AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwys 3,8,12, turn left. All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

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357' left of centerline, 20' AGL/4169' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  $oldsymbol{\mathbb{T}}$ 

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

10266

### CHEHALIS, WA

### CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

### CHEYENNE, WY

### CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: Rwy 13, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/616' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. Rwy 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6216' MSL. Rwy 31. multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

### CODY, WY

21 OCT 2010 to 18 NOV 2010

### YELLOWSTONE RGNL (COD) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. Rwy 22, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 4, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. Rwy 22, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: Rwy 4, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. Rwy 22, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

### COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

### COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV)
DEPARTURE. Rwy 24, use CONUK (RNAV)
DEPARTURE.

### CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

### CORVALLIS, OR

### CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 9, 17, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: Rwy 9, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

### COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwys 9, 27, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

# $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

### DEER PARK. WA

DEER PARK (DEW) AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: Rwy 4, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. Rwy 16, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. Rwy 22, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. Rwy 34, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: Rwy 4, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/ 2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/ 2319' MSL. Rwy 16, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. Rwy 22, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. Rwy 34, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/ 2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

### DILLON, MT

DILLON

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS: Rwys 3,21, NA. DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

### DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME. All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 2000

NOTE: Rwy 5, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. Rwy 23, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

### DRIGGS.ID

DRIGGS-REED MEMORIAL (DIJ) AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

### EASTSOUND.WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/min. climb of 224' per NM to 600. DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352' inbound) to cross HUH VORTAC at or above 3800

NOTE: Rwy 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

### **ELLENSBURG, WA**

before proceeding on course.

**BOWERS FIELD** 

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or std. with a min. climb of 340' per NM to 7800. Rwy 29, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 7, 29, climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W. right turns, 087° inbound) to MEA/MOCA for route of flight.

### EPHRATA, WA

EPHRATA MUNI (EPH) AMDT 3 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 29, NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

### EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: Rwys16L,16R, climb heading 163° to 1000 then climbing right turn... Rwys 34L,34R, climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16L, multiple power poles beginning 1036' from DER, 74 'right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

10266



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### **EVANSTON, WY**

**EVANSTON-UINTA COUNTY BURNS FIELD** 

DEPARTURE PROCEDURE: Rwy 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

### **EVERETT, WA**

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: Rwys 11, 16L/R, climbing right turn, thence...Rwys 29, 34L/R, climbing left turn,

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682'MSL.

### FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . . . . . ORIG, 08017 DEPARTURE PROCEDURES: Rwv 5. climb on track

048° to intercept SKA R-045 to 5300, then on course. Rwy 23, climb on track 241° to 3400, then

TAKE-OFF OBSTACLES: Rwy 23, Terrain 2468 MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

### FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: Rwys 5, 23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

### FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

### FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34, 500-1. DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwy 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

### GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: Rwy 16, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. Rwy 21, climb via heading 206° to 5200, before proceeding on course.

NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

### GOODING, ID

GOODING MUNI (GNG) ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwy7, climb heading 068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right.

NOTE: Rwy 7, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

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# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### **GRANGEVILLE, ID**

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

> TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwy 25, Use MELLR DEPARTURE.

### **GRANTS PASS. OR**

**GRANTS PASS** 

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

### **GRAY AAF (KGRF)**

FORT LEWIS. WA. .... AMDT 2, 10098

Rwv 15. Standard

Rwy 33, 300-1\*

\* Or standard with minimum climb of 430/NM to 600. DEPARTURE PROCEDURE: Rwy 15, Climb heading 147° to 700 then climbing left turn direct GRF NDB. Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: Rwy 15, Tree 100' AGL/439' MSL, 1848' from DER, 430' right of centerline. Rwy 33, Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of

### **GREAT FALLS, MT**

21 OCT 2010 to 18 NOV 2010

**GREAT FALLS INTL** 

NOTE: Rwy 7, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL, Rwy 21, pole 1544' from departure end of runway. 791'left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

### GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY) ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1 or std. w/min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: All runways, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

### **GUERNSEY.WY**

CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 320' per NM to 4700. Rwy 32, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: Rwy 14, climb to 5600 via heading 150°. Rwy 32, climb to 5800 via heading 070°. All aircraft continue on course.

### HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwy 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

### HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

### HAVRE,MT

HAVRE CITY-COUNTY (HVR) AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

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# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

# 10266

### HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions; cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, building 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

### HERMISTON, OR

21 OCT 2010 to 18 NOV 2010

HERMISTON MUNI

NOTE: Rwy 4, tower 379' left of departure end of runway, 50' AGL/698' MSL. Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

### HOQUIAM. WA

**BOWERMAN** 

TAKE-OFF MINIMUMS: Rwy 6, 600-2 or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

### **HULETT. WY**

**HULETT MUNI (W43)** 

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 450' per NM to 6300, or 500-21/4 w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding

NOTE: Rwy 13, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwy 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207'MSL.

### IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: All aircraft departing IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

### JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### JEROME.ID

JEROME COUNTY (JER) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9,500-134 or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 9, climb heading 086° to 5300 before proceeding on course. Rwy 27, climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9. bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

### JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, NA, Terrain. DEPARTURE PROCEDURE: Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwy 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL, Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

### KALISPELL, MT

21 OCT 2010 to 18 NOV 2010

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

### KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS) AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, NA, terrain. Rwy 30, std. with a min. climb of 370' per NM to 1900 or 1900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:. Rwy 30, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: Rwy 30, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

### KEMMERER, WY

KEMMERER MUNI (EMM) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,10,22,28, NA - Rwy

DEPARTURE PROCEDURE: Rwy 16, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. Rwy 34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

### KLAMATH FALLS. OR KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Terrain. Rwy 14, std. w/min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 25, std. w/min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 32, std. w/min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 25, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 32, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: Rwy 14, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191'

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

### LA GRANDE, OR

### LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 12, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. Rwv 30. Cat A/B 2900-3 or std, with a min, climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. Rwy 34, 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence; Rwys 30,34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

### LAKEVIEW, OR

### LAKE COUNTY

TAKE-OFF MINIMUMS: Rwy 16, 3700-5 or std. with a min. climb of 320' per NM to 8800. Rwy 34, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

### LARAMIE, WY

### LARAMIE RGNL

DEPARTURE PROCEDURE: Rwy 3, turn left. Rwys 12,21, turn right. All aircraft climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

### LAUREL, MT

21 OCT 2010 to 18 NOV 2010

### LAUREL MUNI

TAKE-OFF MINIMUMS: Rwys 9, 14, 27, 32, NA. DEPARTURE PROCEDURE: Rwy 22, turn left. All aircraft climb direct BIL VORTAC.

### LEWISTON.ID

LEWISTON-NEZ PERCE COUNTY (LWS) AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: Rwys 8,12,26,30, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

### LEWISTOWN,MT

### LEWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwy 7,12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2,30 turn left. Rwvs 7.12.20, turn right, Rwv 25, climb runwav

heading. All aircraft climb direct LWT VORTAC Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

### LEXINGTON, OR

### I FXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-21/2 for climb in visual conditions. Rwy 8, std. with min. climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 8, 26, for climb in visual conditions: cross Lexington Airport at or above

NOTES: Rwy 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

### LIBBY, MT

### LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwv 15. use EYESE RNAV DEPARTURE.

### LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enivironmental

DEPARTURE PROCEDURE: Rwys 4, 22, use LIVINGSTON DEPARTURE.

### MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 16, 22, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwys 4, 34, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... Rwy 16, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence.... or for climb in visual conditions; cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence...Rwy 22, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ..., or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence ...

...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: Rwy 4, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL, Bush 383' from DER. 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. Rwy 16, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. Rwy 34, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

### MC CALL, ID

MC CALL MUNI (MYL) AMDT 2 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, NA-Obstacles DEPARTURE PROCEDURE: Rwy 16, use MCCALL DEPARTURE.

### MC CHORD FIELD (KTCM)

### DEPARTURE PROCEDURE: Rwy 16, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: Rwy 16, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120 AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758 from DER, 971' left of centerline. Rwy 34, Tree 106 AGL/348' MSL, 2307' from DER, 1038' left of centerline Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

### MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-114 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. Rwy 17, std. w/min. climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 4. climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. Rwy 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME,

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4. multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. Rwy 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. Rwy 22, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwy 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

### MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwys 10, 28, NA-Obstacles. Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions, Rwv 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intlairport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

### MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles. DEPARTURE PROCEDURE: Rwvs 11.29. use GRZLY DEPARTURE.

10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

### MOSES LAKE, WA

**GRANT COUNTY INTL** 

NOTE: Rwy 14R, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195'MSL. Rwy 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

### MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID . . . . . . . . 07270 Rwy 12, 30, 6700-3\*

\* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline, Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

### MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min. climb of 305' per NM to 7300. Rwy 28, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: Rwy 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

### NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on

NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

### **NEWCASTLE.WY**

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,17,23,35, NA. Rwy 13, 200-1 or std. with a min. climb of 275' per NM to 4400. Rwy 31, 300-1 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 31, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course. NOTE: Rwy 13, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwy 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787'from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30'AGL/4202' MSL. Road 207' from DER, 254'right of centerline, 15' AGL/4187'MSL.

### **NEWPORT,OR**

**NEWPORT MUNI** 

TAKE-OFF MINIMUMS: Rwy 2, NA. Rwy 16, 500-2 or std, with a min, climb of 310' per NM to 800.

DEPARTURE PROCEDURE: Rwv 2, NA. Rwv 16, turn right. Rwy 34, turn left. Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

10266



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

### NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min, climb of 300' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 13,400-21/2 with a min. climb of 250' per NM to 2500 or 1600-21/2 for climb in visual conditions. Rwy 31, 300-134 or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnlairport at or above 1500 before proceeding on course. Rwy 13, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. Rwy 22, climb heading 223° to 700 before proceeding on course. Rwy 31, climb heading 312° to 800 before proceeding on course.

NOTE: Rwy 4, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/ 268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL, Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL Rwy 22, ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108'

### OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy7, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

### OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence.. or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... Rwy s 26,35, climbing right turn direct OLM VORTAC, thence...

... continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwy 8, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. Rwy 17, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. Rwy 26, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. Rwy 35, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

### OMAK, WA

**OMAK** 

TAKE-OFF MINIMUMS: Rwy 17, 2200-2 or std. with a min. climb of 300' per NM to 4200. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use GETNG RNAV DEPARTURE. Rwy 35, NA.

AGL/188'MSL.

# ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. Rwy 32, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431'

### PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

### PENDLETON.OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC,

Rwy 25, climb direct PDT VORTAC, thence... ...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. Rwv 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

### PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climbing right turn to 10000 via heading 190° and BPIR-040 to BPI VOR/DME before proceeding on course. Rwy 29, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

### PLENTYWOOD, MT

SHER-WOOD

NOTE: Rwy 12, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. Rwy 30, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

### POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

### POLSON, MT

POLSON

TAKE-OFF MINIMUMS: Rwv 18. N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: Rwv 36, Use ANGIL RNAV DEPARTURE

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

### POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: Rwy 9, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

### PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

### WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE.

# $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

### PORTLAND, OR

PORTLAND INTL (PDX) AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 3,500-3 or std. w/ min. climb of 355' per NM to 700. Rwy 10L, std. w/min. climb of 280' per NM to 2900. Rwy 10R, std. w/min. climb of 265' per NM to 2900. Rwy 21, std. w/min. climb of 290'

DEPARTURE PROCEDURE: Rwy 3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwys 10L,10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... Rwys 28L,28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course. NOTE: Rwy 3, trees, towers, vehicles on road, sign,

beginning 1'from DER, on centerline, up to 173'AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. Rwy 10L, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100'

AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwv 28L, trees 1873' from DER, 837' left of centerline.

up to 75' AGL/95' MSL. Rwy 28R, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

### PORTLAND-HILLSBORO (HIO) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct UBG VOR/DME... Rwy 20, climbing left turn direct UBG VOR/DME... Rwys 2, 30, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 2, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. Rwy 20, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

### PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: Rwy 7, 3600-2 or std. with a min. climb of 380' per NM to 4100. Rwy 25, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 7, turn left. Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others

### POWELL, WY

POWELL MUNI (POY) AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.16.21.34. NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: Rwy 13, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL, Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. Rwy 31, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

### PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. Rwy 15, std. w/min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28, std. w/min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. Rwy 33, std. w/min. climb of 380' per NM to 6700, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: Rwy 10, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwy 15, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwy 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

10266

# 10266

### PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwy 23, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ranl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwy 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to

### PUYALLUP, WA

52'AGL/2769'MSL.

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 34, 300-1.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn. Rwy 34, climb runway heading. All aircraft climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: Rwy 16, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Rwy 34, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL

### RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwy 4, 600-2 or std. with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwys 10, 28, NA.

DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

### REDMOND, OR

ROBERTS FIELD (RDM) AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of 269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: Rwv 28. numerous trees beginning 1' from DER. 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

### RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 405' per NM to 800, or 1100-21/2 for climb in visual conditions. Rwy 34, 500-234 or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: Rwy 16, climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEAR-029 to SEA VORTAC, thence... Rwy 34, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence. ...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: Rwy 16, trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwy 34, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

### REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: Rwy 17, climbing right turn. Rwy 35, climbing left turn. All aircraft climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: Rwy 17, 100'AGL trees 125' from departure end of runway, 350' left of centerline. Rwy 35, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

10266

# 10266

## RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 8, std. w/min. climb of 310' per NM to 5000. Rwy 19, std. w/min. climb of 480' per NM to 5000. Rwy 26, std. w/min. climb of 350' per NM to 5000

DEPARTURE PROCEDURE: Rwys 1,8, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 26, climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: Rwy 1, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. Rwy 8, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. Rwy 19, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. Rwy 26, antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

#### RIVERTON, WY

21 OCT 2010 to 18 NOV 2010

RIVERTON RGNL (RIW) AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: Rwys 1, 10, 19, 28, climbing right turn direct RIW VOR/DME. All Aircraft climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: Rwy 1, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. Rwy 10 , sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. Rwy 19, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. Rwy 28, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

#### ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS) AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 21, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 27, climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: Rwy 3, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

#### RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. Rwy 34, std. w/min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: Rwy 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwy 34, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.



ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. Rwy 34, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 16, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG

NOTE: Rwy 16, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. Rwy 34, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179 MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826 left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615 MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL, Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

#### SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: Rwy 13, 600-2 or std. with a min. climb of 240' per NM to 800. Rwy 16, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; Rwys 31, 34, turn right. Rwy 16, turn left. Rwy 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310) inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

#### SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std. with a min. climb of 390' per NM to 8000 DEPARTURE PROCEDURE: Rwy 17, NA. Rwy 35, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course

#### SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwy 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

#### SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwy 5, turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

#### SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline. Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130 MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

#### SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

10266

# 10266

#### SEATTLE, WA

#### BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwy 13L, 500-3 w/min. climb of 232' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 13R, std. w/a min. climb of 476' per NM to 900, or 500-3 w/a min. climb of 386' per NM to 900, or 1000-21/2 for climb in visual conditions, Rwv 31L. std. w/a min. climb of 386' per NM to 800, or 300-11/2 w/ min. climb of 235' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 31R, std. w/a min. climb of 334' per NM to 900, or 400-13/4 w/min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 13L/R, climbing right turn. Rwys 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: Rwy 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL

Rwy13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwy 31L, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. Rwy31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101'MSL.

#### SEATTLE-TACOMA INTL (SEA) AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwvs 34L. 34C. 34R. climb to 1000 via heading 343°. then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

#### SHELBY, MT

#### **SHELBY**

TAKE-OFF MINIMUMS: Rwy 5, 200-11/4 or std. w/min. climb of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy 5, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/ 3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/ 3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

#### SHELTON, WA

#### SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwy 5, std. w/ a min. climb of 312' per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23, std. w/a min. climb of 414' per NM to 4000, or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600. thence via SEAR-230 to cross CARRO intersection at or above 4000.

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. Rwy 23, multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



#### SHERIDAN, WY

#### SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 700-3 or std. w/min. climb of 318' per NM to 5100, or. . . Rwy 14, 800-3 or std. w/min. climb of 263' per NM to 5100, or. . . Rwy 23, 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . ...1400/3 for climb in visual conditions. Climb in visual

conditions NA at night. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...

inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201'from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL.

...climb in holding pattern (hold northwest, left turn, 133°

Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020'

#### SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI (SDY) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 400-21/2 or std. with a min. climb of 315' per NM to 2500.

NOTE: Rwy 1, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. Rwy 19, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298 right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. Rwy 29, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

#### SNOHOMISH. WA

HARVEY FIELD (\$43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 15R. 33L, NA-obstacles. Rwy 15L, std. w/min. climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions. Rwy 33R, std. w/ min. climb of 475' per NM to 800, or 1200-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: Rwy 15L, tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline, 40' AGL/ 56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.





#### SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 3L, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. Rwy 3R, std. w/min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. Rwy 21L, std. w/min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. Rwy 21R, std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 3L, 3R, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. Rwys 21L, 21R, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: Rwy 3L, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339 MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. Rwy 21L, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. Rwy 21R, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

#### SPOKANE INTL (GEG) AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climbing left turn heading 190° and GEG R-010 to GEG VORTAC Thence...Rwy7, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... Rwy 21, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...Rwy 25, climbing left turn heading 176° and GEG R-356 to GEG VORTAC.

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: Rwy 3, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374'MSL.

#### STEVENSVILLE, MT

#### STEVENSVILLE

TAKE-OFF MINIMUMS: Rwy 12, do not exceed 210 knots until established on MSO R-163. Rwy 30, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on

#### SUNRIVER, OR

#### SUNRIVER

TAKE-OFF MINIMUMS: Rwy 18, 300-1 or std. with a min. climb of 360' per NM to 4400. Rwy 36, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. Rwy 36, climb direct to DSD VORTAC. Then all aircraft climb on course.

#### TACOMA, WA

#### TACOMA NARROWS

TAKE-OFF MINIMUMS: Rwy 35, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

#### THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200. Rwy 12, 1400-3 or std. with a min. climb of 500' per NM to 2000. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

#### TILLAMOOK, OR

#### TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31, use FETUJ RNAV DEPARTURE.

10266



10266

#### TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: Rwy 2, terrain 30' from DER, 277' left of centerline, 4197' MSL. Rwy 10, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. Rwy 28, terrain 133' from DER, 386' right of centerline, 4213' MSL.

#### TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: Rwv 12. NA. DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

#### VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

VORTAC. thence...

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 358' per NM to 600, or 500-3 w/min. climb of 201' per NM to 600, or 900-21/2 for climb in visual conditions. Rwy 26, 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence...or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed

on BTG VORTAC R-179 to BTG VORTAC, thence. .Rwy 26, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL, Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

#### WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7,20,25,34, turn left. Rwy 16, turn right. All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: Rwy 16, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

#### WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb heading 121° to 3900 before proceeding on course. Rwy 30, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course. NOTE: Rwy 12, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. Rwy 30, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

#### WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: Rwy7, NA. Rwy12, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwvs 25, 30, CAT A.B 1600-2 or std, with a min, climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-2007400; R-201 CW R-009, 8200.

#### WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwy 19, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: Rwv 1.1/2 mile.

DEPARTURE PROCEDURE: Rwv 1. turn right. All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500



## 10266

#### WHEATLAND, WY

#### PHIFER AIRFIELD

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/ DME R-140 to JEZZY Int, thence...Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: Rwy8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/ lights, roads w/vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

## WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) . . . . . . . . . . . 10210

Diverse departures not authorized. MILITARY DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000. intercept the NUW 11 DME ARC to join assigned

CIVIL DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKE-OFF OBSTACLES: Rwy 7: Trees, 204' MSL 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline: Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1,17 NM left of centerline: Trees, 480' MSL, 1,99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. Rwy 14: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM

from DER, 1844' left of centerline.

#### WORLAND, WY

#### WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. 16, 300-2 or std. with a min. climb of 230' per NM to

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

#### YAKIMA. WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD TAKE-OFF MINIMUMS: Rwv 4. NA. Rwv 9. 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200. DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

10266



WASHINGTON

WATERWAY SE: Hill. SEAPLANE REMARKS: Unattended, Land to SE, Military arrival corridor N and W of arpt.

(D69) 8 SE UTC-8(-7DT) N46°04.47′ W116°57.97′

N48°28.99′ W122°41.08′

(21H) 3 W UTC-8(-7DT)

#### RWY 09-27: 1471X50 (TURF) AIRPORT REMARKS: Unattended, Arpt CLOSED 15 Nov-1 Mar. Be alert for horses, deer, and elk on rwy, Vehicles. pedestrians, or wildlife on or invof rwy. No camping, fires, or parking for more than five acft at any time. Spill kit

NOTAM FILE SEA. WATERWAY NW-SE: 5000X2500 (WATER)

COMMUNICATIONS: CTAF 128.25

869 NOTAM FILE SEA

WATERWAY NW: Hill.

142

SKYLINE SPB

ROGERSBURG

00

ANATONE

avbl. **COMMUNICATIONS: CTAF 122.9** 

#### ANDERSON FLD (See BREWSTER)

APEX AIRPARK (See SILVERDALE)

ARLINGTON MUNI

(AWO) 142 B S4 FUEL 100LL, JET A + TPA—See Remarks RWY 16-34: H5332X100 (ASPH) S-114, D-150, 2S-175, 2D-270

Landing fee for acft over 12,500 lbs.

COMMUNICATIONS: CTAF/UNICOM 122.7

WATON NDB (LOM) 382

RWY 34: MALS, PAPI(P2L)-GA 3.0° TCH 46'. RWY 11-29: H3498X75 (ASPH) S-32, D-34, 2D-59 RWY 11: REIL. PAPI(P2L)-GA 3.5° TCH 42'. Rgt tfc.

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 29: REIL, PAPI(P2L)—GA 4.0° TCH 40', Tree. AIRPORT REMARKS: Attended 1600Z‡-dusk, 100LL fuel avbl 24 hr credit card svc. Glider operations at arpt daily. Ultralight opns

daily at NW corner of arpt. Occasional hot air balloon activity. Helicopter training area, autorotations in grass and on south parallel twy Rwy 29 and along Twy B. Hovering area near compass rose located area Rwv 29 and Twv E. TPA-1200(1058), TPA for ultralights 500(358), helicopters 637(495). Taxiing acft over 30,000 lbs remain clear of west side of arpt, Twy C and ramps on west side of Twv D. ACTIVATE MALS Rwv 34-122.7, PAPI Rwvs 11, 16, 29 and 34 and REIL Rwys 11, 16, and 29 ops 24 hrs.

WEATHER DATA SOURCES: AWOS-3 135.625 (360) 435-8045. (R) SEATTLE CENTER APP/DEP CON 128.5 RADIO AIDS TO NAVIGATION: NOTAM FILE PAE

AW N48°04.57′ W122°09.23′

PAINE (L) VORW/DME 110.6

PAE N47°55.19′ W122°16.67′ Chan 43

IIS 111.5 I-AWO Rwy 34 LOM WATON NDB Localizer only Localizer unmonitored continuously

3 SW UTC-8(-7DT) N48°09.65' W122°09.54'

NOTAM FILE AWO

338° 5.1 NM to fld.

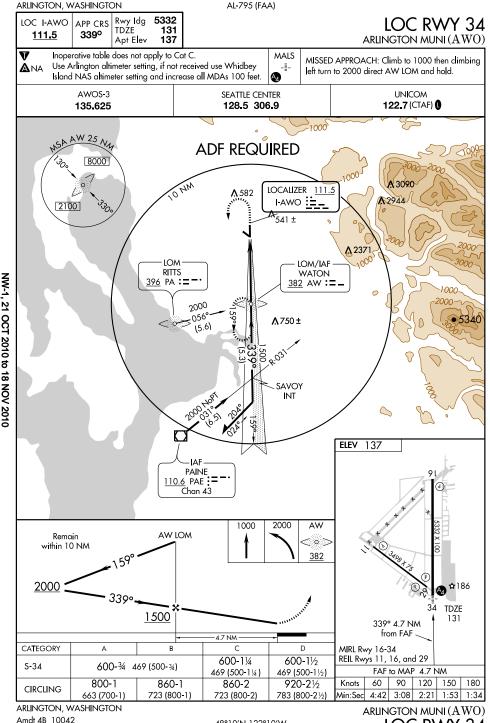
IAP G G a a a a // 0 03 03 €3 6 C3 C3 Residential Area €3 Ш 358° 15.2 NM to fld. 670/20E.

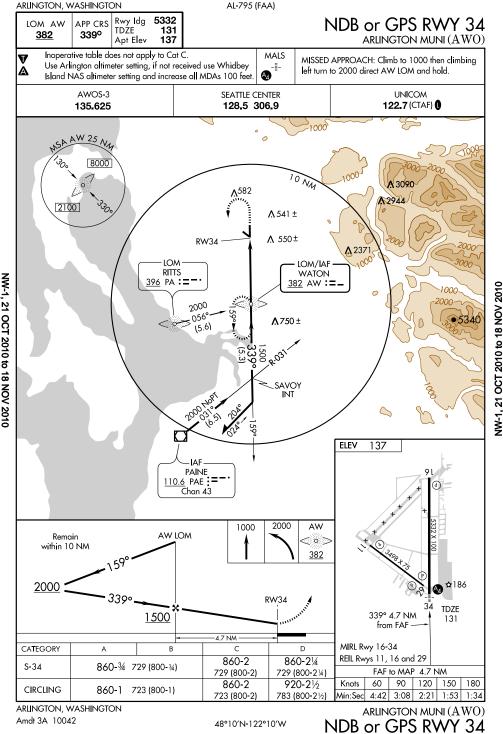
SEATTLE

SEATTLE

SEATTLE

H-1B. L-1E





# AUGSPURGER MOUNTAIN N45°44.06′ W121°40.79′ RCO 122.3 (MC MINNVILLE RADIO) AULT FLD (See WHIDBEY ISLAND NAS) AVEY FLD STATE (See LAURIER)

BADGER MOUNTAIN N47°35.29' W120°08.60' RCO 122.3 (SEATTLE RADIO) BANDERA STATE (4WØ) 0 W UTC-8(-7DT) N47°23.72′ W121°32.19′ 1636 NOTAM FILE SEA RWY 08-26: 2344X200 (TURF) RWY 08: Trees RWY 26: Trees

Watch for pedestrian, vehicles and animals on rwy. Ctc Washington State Aviation Division 360-651-6300 or 1-800-552-0666 Washington area for facility information prior to use. COMMUNICATIONS: CTAF 122.9

NOTAM FILE PDX.

(W58) 1 NW UTC-8(-7DT) N45°45.87' W122°30.91'

of fld. Rwy 15-33 sfc uneven with an incline. Rwy 15 has NSTD single lgt VASI both sides of rwy. ACTIVATE bcn

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Transition between rwy and twy on marked twys only.

(H) VORTACW 116.6 BTG Chan 113 161° 9.6 NM to Portland Intl. 253/21E.

3 NW UTC-8(-7DT) N45°49.61' W122°34.61'

RWY 33: P-line.

TACAN azimuth and DME unusable 035°-085° byd 35 NM blo 10,000'.

RWY 26: Road.

FUEL 100 NOTAM FILE SEA LIRL

RWY 25: Tree.

SEATTLE L-1D. 9A SEATTLE AIRPORT REMARKS: Unattended. Arpt CLOSED 1 Oct-1 June. Rwy 08-26 west end extremely rough, rwy soft when wet.

BATTLE GROUND N45°44.87′ W122°35.49′

BATTLE GROUND

GOHEEN

CEDARS NORTH AIRPARK

NOTAM FILE SEA RWY 08-26: 1960X50 (TURF) RWY 08: Road.

COMMUNICATIONS: CTAF 122.9

RWY 15-33: 2565X50 (TURF)

RWY 15: VASI(NSTD), Trees. RWY 07-25: 1500X48 (TURF) RWY 07: Building.

and LIRL Rwy 15-33-CTAF. COMMUNICATIONS: CTAF 122 9

(W52)

292 B S4

SEATTLE L-1C



SEATTLE

SFATTI F

SEATTLE

H-1B. L-1C

AIRPORT REMARKS: Attended continuously. Rwy 07-25 for emerg only. Rwy 15-33 width of 43' over culvert in center

109.6 TCM **= :-**Chan 33

NOTE: Chart not to scale.

V

# SEATTLE CLNC DEL TAKE-OFF MINIMUMS 128.0 RWY 16: Standard with minimum climb of 266' per NM to 1200 or SEATTLE DEP CON $1200-2\frac{1}{2}$ for climb in visual conditions, do not exceed 180 123.85 KIAS until passing BLAKO. RWY 34: Standard with minimum climb of 300' per NM to 900 or $1200-2\frac{1}{2}$ for climb in visual conditions, do not exceed 180 KIAS until passing BLAKO. **SEATTLE** 116.8 SEA Chan 115 N47°26.12' W122°18.58'. L-1. H-1 700 △ BLAKO N47°19.60' W122°04.09′ 700 **McCHORD**

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF OBSTACLE NOTES:

200' AGL/724' MSL.

RWY 16: AAO 3.2 NM from DER, 3643' left of centerline

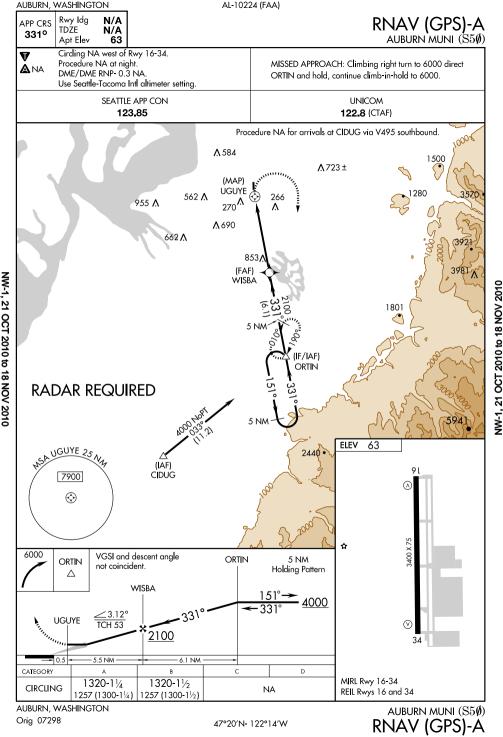
RWY 34: AAO 3.2 NM from DER, 5520' right of centerline 200' AGL/639' MSL. Powerline 1804' from DER,

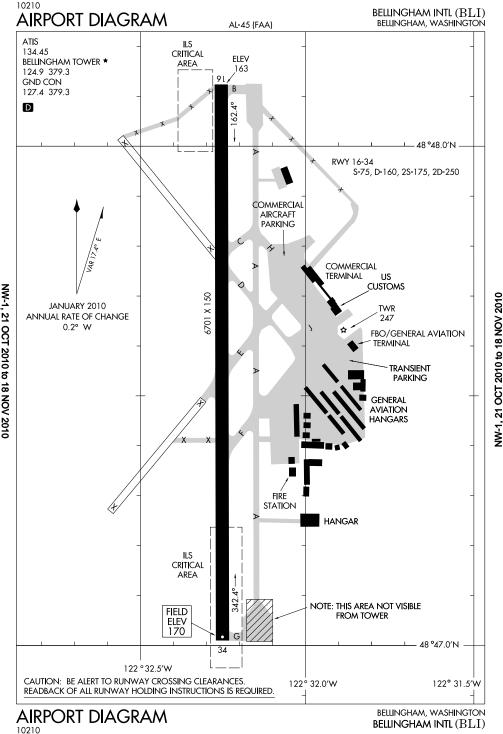
on centerline, 80' AGL/122' MSL.

TAKE-OFF RUNWAY 16: Climb heading 162° to 700, then climbing left turn to 3000 via the TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200′, then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 700, then climbing right turn to 3000 via heading 150° to TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200′, then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

....hold E SEA VORTAC, RT, 284° inbound; when authorized by ATC, climb-in-hold to 5000, or as assigned before proceeding on course.





144 WASHINGTON

# ARFF Index—See Remarks RWY 16-34: H6701X150 (ASPH-GRVD)

**S7** 

**BELLINGHAM** 

BELLINGHAM INTL

170 R

RWY 16: MALSR, PAPI(P4L)-GA 3.0° TCH 50', Rgt tfc.

RWY 34: REIL, VASI(V4L)-GA 3.0° TCH 50'. Tree.

(BLI)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16-TORA-6701 TODA-6701

with more than 30 passenger seats call arpt manager

RWY 34-TORA-6701 TODA-6701

Twy D from Twy E to Twy F closed to air carrier ops. Commercial ramp clsd to pyt acft. Noise abatement procedures in effect ctc arpt manager at 360-671-5674. TPA-1200 (1030) fixed wing; 700 (530), helicopter: 2000 (1830) turbo. Touchdown rwy visual

range available Rwv 16, Ldg fee, When twr clsd ACTIVATE HIRL Rwy 16-34, MALSR Rwy 16 and REIL Rwy 34-CTAF. Flight

AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of

3 NW UTC-8(-7DT)

ASDA-6701 ASDA-6701

FUEL 100LL, JET A OX 3, 4 TPA—See Remarks

NOTAM FILE BLI

I DA-6701 LDA-6701

S-75, D-160, 2S-175, 2D-250

N48°47.56′ W122°32.25′

HIRI

(3

airport, Class I, ARFF Index B, PPR for unscheduled air carrier ops 360-671-5674. ARFF Index C 1400-0600Z‡. Twr svc not avbl at Twy A invof Twy G, the south hold area and the runup area due to obstructed vision. Twy J, Twy F from Twy A eastward to Twy D, and €3

Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (360) 671-8688. COMMUNICATIONS: CTAF 124.9 ATIS 134.45 (360) 647-5939 UNICOM 122.95

(R) VICTORIA APP/DEP CON 132.7 TOWER 124.9 (1500-0630Z±) GND CON 127 4

AIRSPACE: CLASS D svc 1500-0630Z‡ other times class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.

WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72′ W122°34.76′ 150° 9.3 NM to fld. 83/20E. HIWAS.

ILS/DME 108.5 I-BLI Chan 22 Rwy 16. Class IA.

FLOATHAVEN SPB UTC-8(-7DT) N48°44.14' W122°20.40'

(ØW7) 6 SE 307 S2 NOTAM FILE SEA

WATERWAY 12-30: 10000X4000 (WATER) SEAPLANE REMARKS: Attended dalgt hours. Canoe, sailboat, and hang glider activity invof arpt. For airframe repairs call

RCO 122.15 (SEATTLE RADIO)

206-909-7299 prior to arrival to arrange sycs. Land and take off in the center of the lake. Avoid flying over

noise sensitive area during tkf and ldg. **COMMUNICATIONS: CTAF 122.9** 

BOEING FLD/KING CO INTL (See SEATTLE)

(See FLLENSBURG)

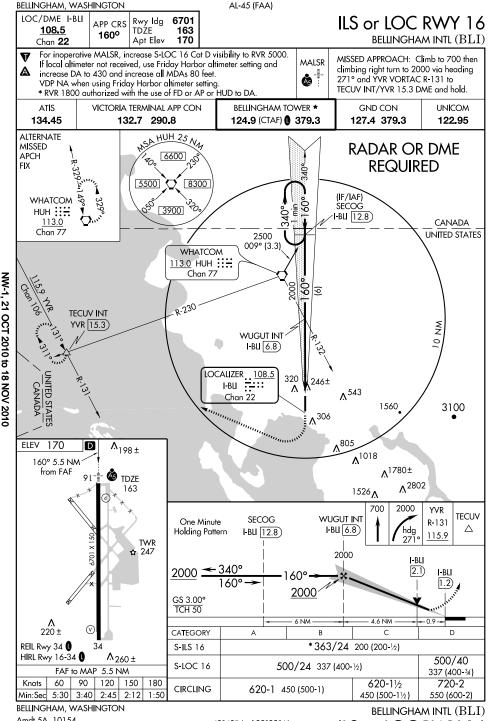
**BOWERMAN** (See HOQUIAM) BOWERS FLD

SFATTLE

IAP. AD

SEATTLE

H-1B. L-1E



48°48'N - 122°32'W

Rwy 34: Lighted windsock 93' from DER, 516' right of centerline, 27' AGL/169' MSL.
Multiple trees beginning 1372' from DER, 619' right of centerline, up to 134' AGL/246' MSL.
NOTE: Chart not to scale.

# ▼ DEPARTURE ROUTE DESCRIPTION

N48°14.68′-W122°43.47

<u>TAKE-OFF RUNWAY 16:</u> Climb heading 160° to 600′, then climbing right turn to intercept HUH R-160 to KIENO INT, Thence....

<u>TAKE-OFF RUNWAY 34</u>: Climb heading 340° to 700′, then climbing left turn to intercept HUH R-160 to KIENO INT. Thence....

....Maintain assigned transition altitude, expect requested altitude within 10 minutes.

PAINE TRANSITION (KIENO3.PAE): From over KIENO INT via PAE R-325 to PAE VOR/DME.

PENN COVE TRANSITION (KIENO3.CVV): From over KIENO INT via CVV R-354 to CVV VOR/DME.

<u>VANCOUVER TRANSITION (KIENO3.YVR)</u>: From over KIENO INT via YVR R-117 to YVR VOR/DME.

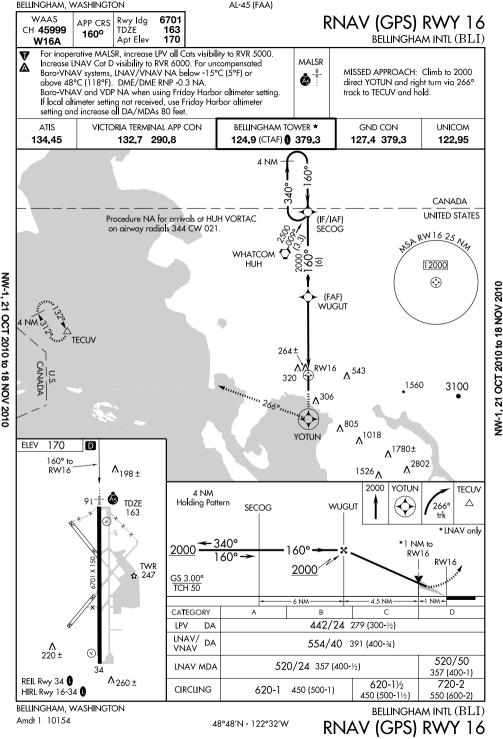
VICTORIA TRANSITION (KIENO3.YYJ): From over KIENO INT via YYJ R-075 to YYJ VOR/DME.

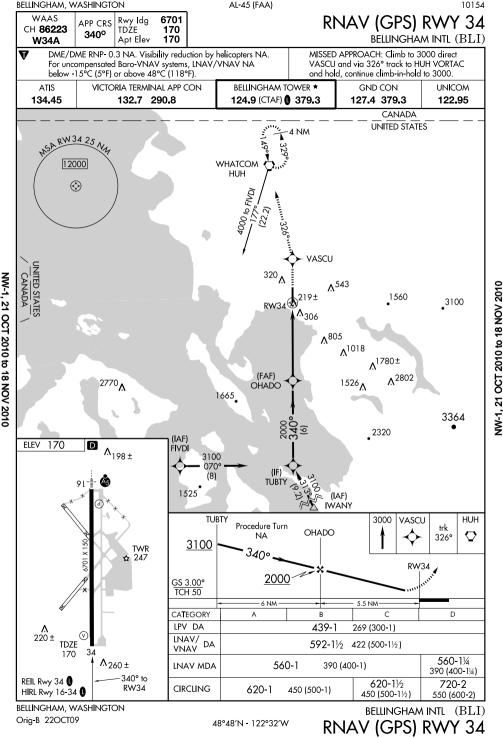
KIENO THREE DEPARTURE (KIENO3.KIENO) 10210

NW-1, 21 OCT 2010 to 18 NOV 2010

BELLINGHAM, WASHINGTON BELLINGHAM INTL  $(BLI)\,$ 

110.6 PAE :=-





SEATTLE

IAP

H-1B. L-1D

#### WASHINGTON

N46°58.30'

HIWAS.

BREMERTON NATIONAL (PWT) 7 SW UTC-8(-7DT) N47°29.42' W122°45.89'

FUEL 100LL, JET A TPA-1444(1000) NOTAM FILE PWT S4 RWY 01-19: H6000X150 (ASPH) S-66, D-150, 2S-113, 2D-336

RWY 01: PAPI(P4L)-GA 3.0° TCH 45', Rgt tfc. RWY 19: MALSR, PAPI(P4L)-GA 3.0° TCH 48', Fence.

AIRPORT REMARKS: Attended 1500-0300Z±, 24 hour fuel terminal located 300' WSW of Twy E. Rwy 19 designated calm wind rwy. All acft above 70,000 lb weight class are required to use Twy E and back taxi on rwy when departing Rwy 19. Wildlife fence crosses

north end of abandoned rwy. Fee for aircraft over 60,000 pounds. ACTIVATE MALSR Rwv 19 and PAPI Rwv 01 and Rwv 19-CTAF. WEATHER DATA SOURCES: AWOS-3 121.2 (360) 674-2811.

COMMUNICATIONS: CTAF/UNICOM 123 05

(R) SEATTLE APP/DEP CON 127.1 AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE TOM

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 W122°54.11' 351° 31.6 NM to fld. 200/19E.

McCHORD (T) VORTAC 109.6 TCM Chan 33 N47°08 86' 308° 23.7 NM to fld. 284/22E. No NOTAM MP W122°28.50′

Tue. Thu 0700-1600Z±. CARNEY NDR (MHW) 274 CAN N47°24 63' W122°50 33'

012° 5.7 NM to fld. NOTAM FILE PWT. NDB unusable 030°-310° beyond 15 NM.

KITSAP NDB (MHW) 206 PWT N47°29.54′ W122°45.40′ at fld. NOTAM FILE PWT.

NDB unusable 210°-310° byd 12 NM.

ILS 111.1 I-PWT Rwv 19. Class IA.

# **BRFWSTFR**

ANDERSON FLD (S97) 3 E UTC-8(-7DT) N48°06.29' W119°43.24'

B S6 FUEL 100LL NOTAM FILE SEA

RWY 07-25: H4000X60 (ASPH) S-15 MIRL

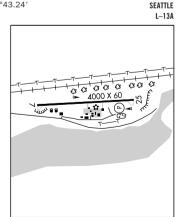
RWY 25: PAPI (P2L)-GA 3.0°. AIRPORT REMARKS: Unattended. Fuel emergency use only. See charter

opr who lives on fld. PAPI Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07-25-CTAF COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0

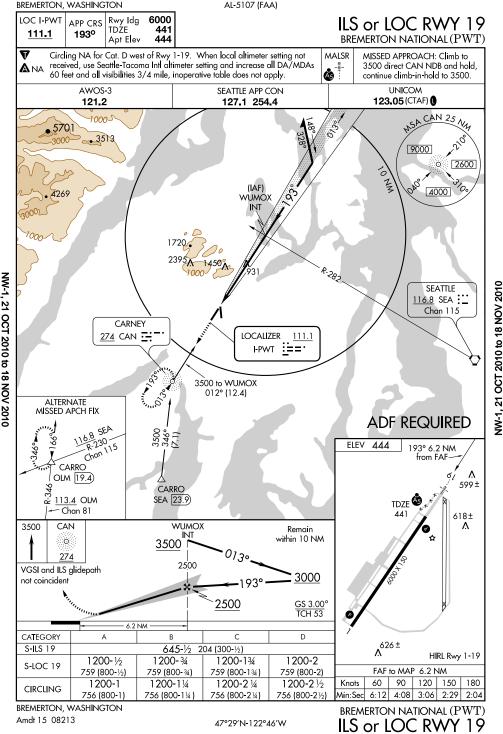
MWH Chan 97 N47°12 65' W119°19.01' 325° 56.1 NM to fld. 1194/18E.

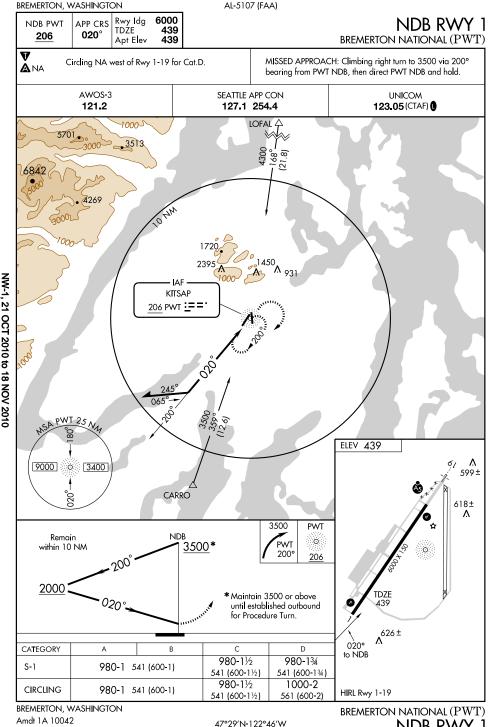


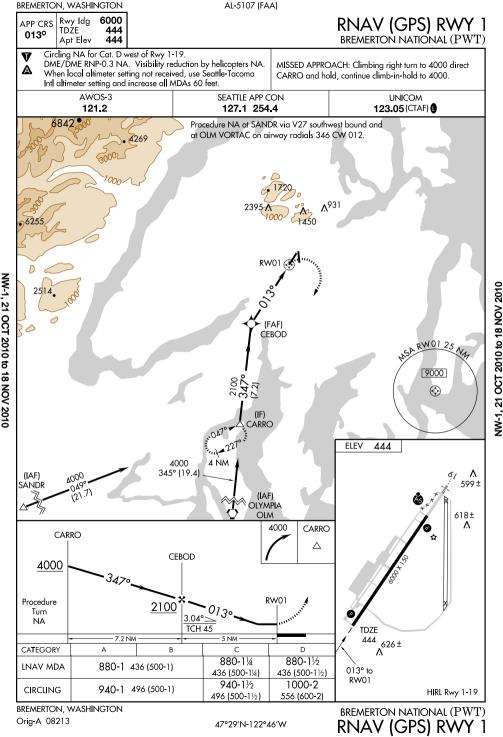
aaaaa

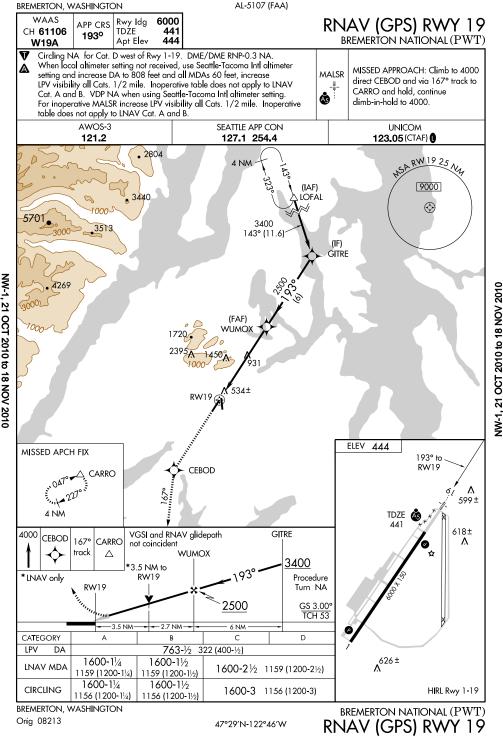
#### BUCKHORN MOUNTAIN N46°32.49' W123°01.27' RCO 122 2 (SEATTLE RADIO)

SEATTLE I-10









## 146 WASHINGTON BURLINGTON/MOUNT VERNON

## SKAGIT RGNL (BVS) 3 W UTC-8(-7DT)

FUEL 100LL, JET A S4

TPA—See Remarks NOTAM FILE BVS RWY 10-28: H5477X100 (ASPH) S-19 MIRL

0.4% up NE

N48°28.25′ W122°25.25′

RWY 10: REIL, VASI(V4L)-GA 3.0° TCH 40'. RWY 28: REIL. VASI(V2L)-GA 3.5° TCH 46'.

RWY 04-22: H3000X60 (ASPH) RWY 04: PAPI(P2L)-GA 3.0° TCH 40'. RWY 22: PAPI(P2L)-GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1400-0100Z‡. Deer and birds on

and invof rwys. Helicopter training ops on arpt with autorotations on rwy. Use of Twy G by acft with wingspan 49' or greater

prohibited when Rwy 04-22 in use. TPA-1144(1000) Ultralight TPA-644(500), Rwv 04-22 compass rose in stopway SW end.

ACTIVATE MIRL Rwy 10-28, LIRL Rwy 04-22, VASI Rwy 10 and Rwy 28, and REIL Rwy 10 and Rwy 28-CTAF, PAPI Rwy 04 and Rwv 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 121.125 (360) 757-7767. COMMUNICATIONS: CTAF/UNICOM 123.075 R WHIDBEY APP/DEP CON 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA. TOU

S-12.5

LIRL

Chan 59 W124°37.62' 061° 88.8 NM to fld. 1652/22E.

SKAGIT/BAY VIEW NDB (MHW) 240 BVS N48°28.12′ W122°25.10′

NDB unusable 350°-030° byd 20NM.

(See STANWOOD)

(1W1) 3 N UTC-8(-7DT) N45°37.67′ W122°24.26′

**GROVE FLD** 429 **S4 FIIFI** 100 B

TATOOSH (H) VORTACW 112.2

HIWAS.

CAMAS

CAMANO ISLAND AIRFIELD

S4

COMMUNICATIONS: CTAF 122.9 CEDARS NORTH AIRPARK

RWY 07: Fence.

RWY 07-25: H1800X50 (ASPH)

NOTAM FILE SEA RWY 07-25: H2710X40 (ASPH) MIRL (NSTD) RWY 07: PAPI(P2L)—GA 5.0°. Thid dspicd 493'. Trees.

RWY 25: PAPI(P2L)—GA 5.0°. Thid dspicd 413'. Trees. AIRPORT REMARKS: Unattended. For fuel after hrs credit card lock. Noise abatement procedures in effect, ctc Port of Camas-Washougal at 360-835-2196. Rwy 07-25 has buildings, telephone poles and trees encroaching in

safety areas. Rwy 07 and Rwy 25 have 4 thld stripes falsely indicating 60' width. NSTD MIRL Rwy 07 and Rwy 25 dsplcd thids unlighted. ACTIVATE rotating bcn and MIRL Rwy 07-25-CTAF.

COMMUNICATIONS: CTAF 122.9 PORTLAND CLNC DEL 121.65

CARNEY N47°24.63′ W122°50.33′ NOTAM FILE PWT. NDB (MHW) 274 CAN

012° 5.7 NM to Brementon National. NDB unusable 030°-310° beyond 15 NM.

CASHMERE-DRYDEN (8S2) 0 SW N47°30.89' W120°29.08' UTC-8(-7DT) NOTAM FILE SEA

MIRL

(See BATTLE GROUND)

RWY 25: PAPI(P2L)-GA 3.0°. Thid dsplcd 182'. Trees. AIRPORT REMARKS: Unattended, Ground vehicles and pedestrians use twy for hanger and residential access. Exit rwy at twys only. Radio control model activity permitted on W end of arpt. ACTIVATE MIRL Rwy 07-25-121.7.

**CANYON** N47°40.62′ W117°27.01′ NOTAM FILE GEG. NDB (MHW) 388 CRK 205° 4.8 NM to Spokane Intl.

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€3

Vehicle 03 C3 Test Œ Track €3 

Rwy Rwy

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€3

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L-1D

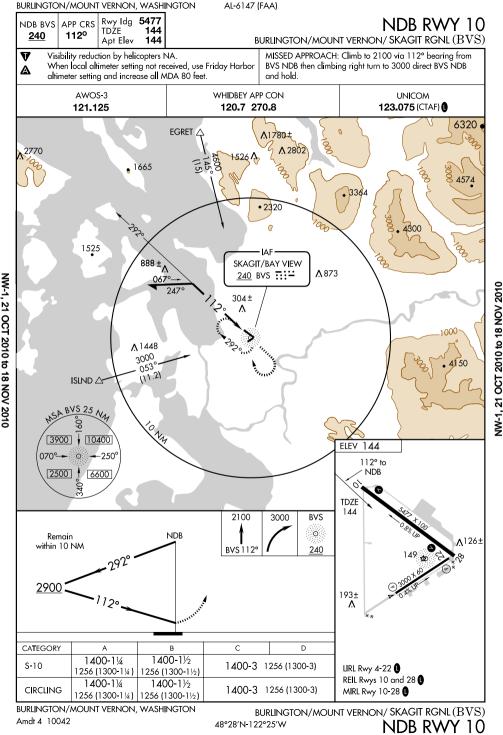
N48°17 99'

SEATTLE

IAP

H-1B. L-1E

Rwy 4-22: 3000 X 60



V

Δ

NW-1, 21 OCT 2010 to 18 NOV 2010

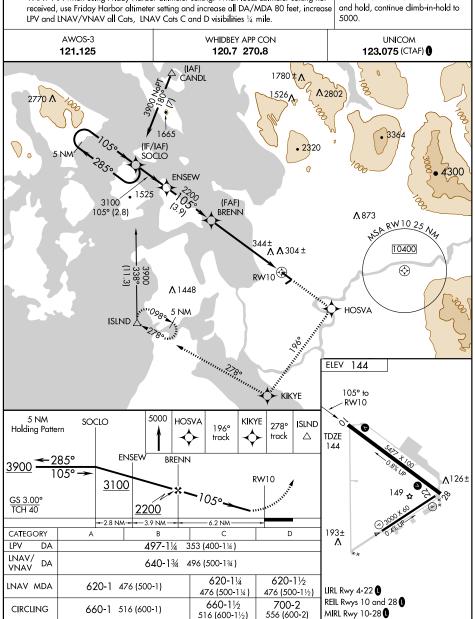
AL-6147 (FAA)

# RNAV (GPS) RWY 10 BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Friday Harbor altimeter setting. When local altimeter setting not

MISSED APPROACH: Climb to 5000 direct HOSVA and via 196° track to KIKYE and via 278° track to ISLND and hold, continue climb-in-hold to 5000.

NW-1, 21 OCT 2010 to 18 NOV 2010



BURLINGTON/MOUNT VERNON, WASHINGTON

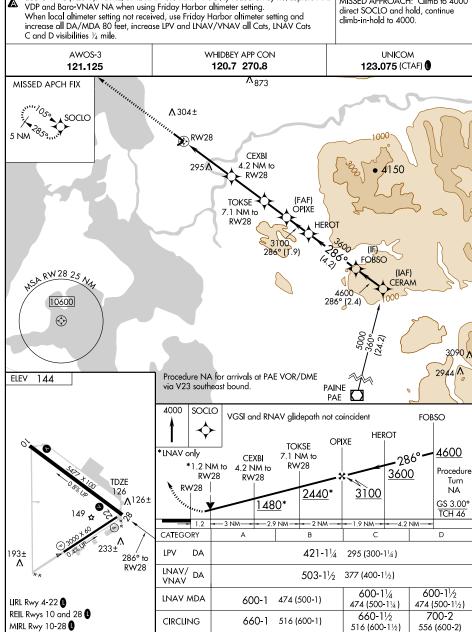
BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)RNAV (GPS) RWY 10 48°28'N-122°25'W

AL-6147 (FAA)

# RNAV (GPS) RWY 28 BURLINGTON/MOUNT VERNON/SKAGIT RGNL (BVS)

NW-1, 21 OCT 2010 to 18 NOV 2010

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 4000 VDP and Baro-VNAV NA when using Friday Harbor altimeter setting. direct SOCLO and hold, continue When local altimeter setting not received, use Friday Harbor altimeter setting and climb-in-hold to 4000. increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D visibilities 1/4 mile.



BURLINGTON/MOUNT VERNON, WASHINGTON

BURLINGTON/MOUNT VERNON/SKAGIT RGNL  $\,(\mathrm{BVS})$ 

Orig-A 10042

SFATTLE

SEATTLE

I-13A

IAP

H-1B, L-1C

## WASHINGTON

CHEHALIS-CENTRALIA (CLS) 1 W UTC-8(-7DT) N46°40.62′ W122°58.97′

FUEL 100LL, JET A OX 4 NOTAM FILE SEA 176 B S4 RWY 16-34: H5000X150 (CONC) S-30, D-30, 2D-85

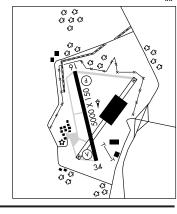
RWY 16: REIL, PAPI(P4L)-GA 4.0° TCH 51', Trees, Rgt tfc. RWY 34: REIL, VASI(V2L)—GA 4.5°TCH 35', Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±, Fuel avbl 24 hrs by credit card only. No debit cards. Possible wildlife on rwys. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34-CTAF. WEATHER DATA SOURCES: AWOS-3 118.025 (360) 740-5164.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) SEATTLE APP CON 121.1 SEATTLE CENTER DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM. OLYMPIA (H) VORTACW 113.4 OLM Chan 81

W122°54.11' 172° 18.0 NM to fld. 200/19E. HIWAS.



## **CHELAN** LAKE CHELAN (S1Ø) 3 NE UTC-8(-7DT) N47°51.96′ W119°56.56′

R S2 FUEL 100LL, JET A NOTAM FILE SEA RWY 02-20: H3503X60 (ASPH) S-12 MIRL

RWY 02: Thid dspicd 447'. Road. Rgt tfc. AIRPORT REMARKS: Attended continuously, Self-service fuel avbl 24 hrs, ACTIVATE MIRL Rwy 02-20 CTAF 122.9.

COMMUNICATIONS: CTAF/UNICOM 122.95 RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

EPHRATA (H) VORTACW 112.6 FPH Chan 73 N47°22.68′ W119°25.44′ 303° 36.1 NM to fld. 1250/21E. **CHFWFIAH** 

RWY 20: PAPI(P2L). Thid dsplcd 197'. Trees.

# SAND CANYON (1S9) 2 N UTC-8(-7DT) N48°18.85' W117°44.60'

B NOTAM FILE SEA 2084

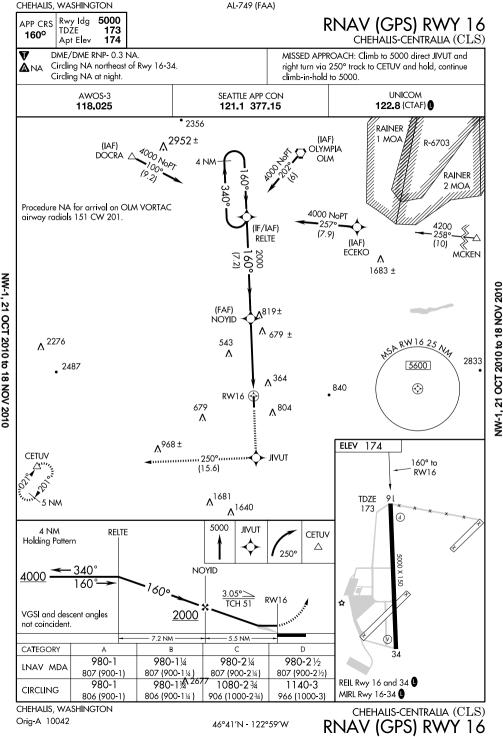
RWY 17-35: H3446X48 (ASPH) MIRL

RWY 17: PAPI(P2R)—GA 4.0° TCH 63', Thid dsplcd 230', Tree.

Rgt tfc. RWY 35: PAPI(P2L)-GA 3.0°. Thid dsplcd 101'. AIRPORT REMARKS: Unattended, Deer and wildlife on and invof arpt. ACTIVATE MIRL Rwy 17-35-CTAF. PAPI Rwy 17 and Rwy 35 operate continuously. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 333° 45.2 NM to fld. 2756/21E. HIWAS.

SFATTLE L-13B



WASHINGTON DEER PARK (DEW) UTC-8(-7DT) N47°58.02′ W117°25.72′ 3 NE

150

H-1C, L-13B 2211 В S4 FUEL 100LL, JET A TPA-See Remarks RWY 16-34: H6100X75 (ASPH) S-21 MIRL 0.4% up NW IAP RWY 16: REIL. PAPI (P4L)-GA 3.5° TCH 38'. Trees. RWY 34: REIL. PAPI(P4L)-GA 3.0° TCH 40'. 9١ RWY 04-22: H3200X60 (ASPH) S-12.5(a) AIRPORT REMARKS: Attended Apr-Oct 1600-0100Z‡, Nov-Mar == 1800-0000Z‡. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509-276-3379, Rwv 04-22 heavy glider

SEATTLE

SEATTLE

SEATTLE

SFATTLE

IAP

activity weekends. Monitor glider traffic on 123.3 abv 5000' MSL. Glider pattern TPA 3211(1000). Model airplane activity on arpt. 8 Farming opr active on land adjacent to rwys. Deer and covotes on and invof runways. 175' twr 2000' W of Rwy 16-34. Noise abatement procedures in effect ctc arpt manager 509-276-3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16-34-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (509) 276-2303. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) SPOKANE APP/DEP CON 123.75 RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. 34 SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33 90' W117°37.61' 357° 25.4 NM to fld. 2756/21E.

NDB (MHW) 365 DPY N47°58.07' W117°25.58' at fld. NOTAM FILE DEW. NDB unmonitored. DESERT AIRE (See MATTAWA) DE VERE FLD (See CLE ELUM)

**DONNY** N46°31.54′ W120°22.33′. NOTAM FILE YKM.

NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20 29' W119°00 75' NOTAM FILE PSC

NDB (LOM) 331

205° 6.3 NM to Tri-Cities. Unmonitored when twr clsd.

EASTON STATE (ESW) 2 N UTC-8(-7DT) N47°15.25' W121°11.13'

2226

NOTAM FILE SEA RWY 09-27: 2640X100 (TURF)

RWY 09: Trees RWY 27: Trees

AIRPORT REMARKS: Unattended, Arpt CLOSED Oct 1 thru Jun 1, Wind cone mounted on 50' self supporting tower. Vehicles, pedestrians and wildlife on and invof arpt.

**COMMUNICATIONS: CTAF 122.9** 

WHIDREY SOUTH APP/DEP CON 118 2

**EASTSOUND** 

ORCAS ISLAND (ORS)

RWY 16-34: H2900X60 (ASPH-AFSC) MIRL S-12.5RWY 16: REIL. VASI(V4L)—GA 2.9° TCH 35'.

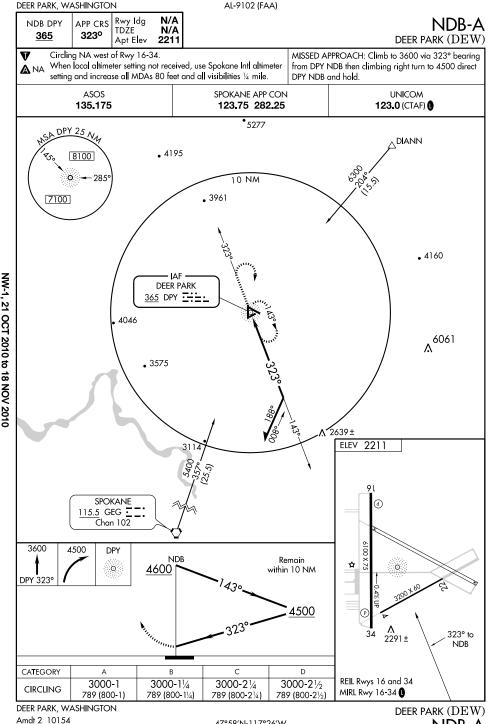
B S3 FUEL 100LL TPA-1031(1000) NOTAM FILE ORS

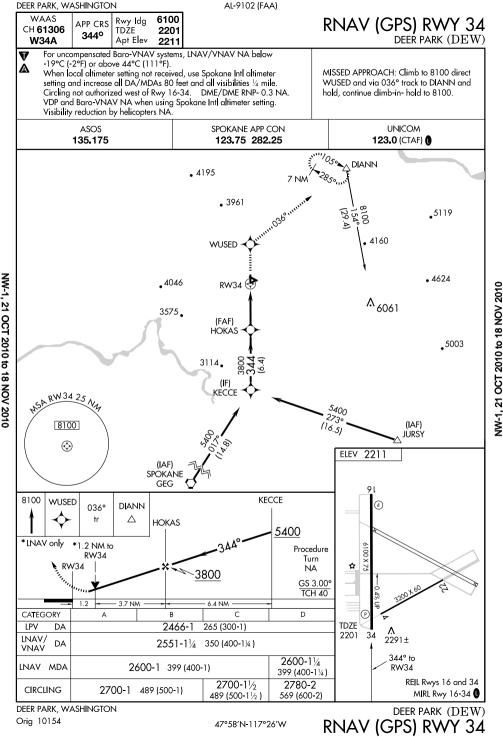
1 N UTC-8(-7DT) N48°42.50′ W122°54.64′ SEATTLE L-1E RWY 34: REIL. PAPI(P2L)-GA 4.0° TCH 28'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600-0030Z±. Self svc 24 hr fuel avbl with credit card. Deer on and invof rwy. Noise abatement procedures in effect, ctc arpt manager 360-376-5285. Additional transient tiedowns south of

segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during

decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgts-128.25. WEATHER DATA SOURCES: AWOS-3 135.425 (360) 376-6045.

COMMUNICATIONS: CTAF 128.25 VICTORIA NORTH APP/DEP CON 132.7





WASHINGTON DEER PARK (DEW) UTC-8(-7DT) N47°58.02′ W117°25.72′ 3 NE

150

SEATTLE H-1C, L-13B 2211 В S4 FUEL 100LL, JET A TPA-See Remarks RWY 16-34: H6100X75 (ASPH) S-21 MIRL 0.4% up NW IAP RWY 16: REIL. PAPI (P4L)-GA 3.5° TCH 38'. Trees. RWY 34: REIL. PAPI(P4L)-GA 3.0° TCH 40'. 9١ RWY 04-22: H3200X60 (ASPH) S-12.5(a) AIRPORT REMARKS: Attended Apr-Oct 1600-0100Z‡, Nov-Mar == 1800-0000Z‡. 100LL avbl 24 hrs credit card self service facility. Call ahead for Jet A svc 509-276-3379. Rwy 04-22 heavy glider

activity weekends. Monitor glider traffic on 123.3 abv 5000' MSL. Glider pattern TPA 3211(1000). Model airplane activity on arpt. 8 Farming opr active on land adjacent to rwys. Deer and covotes on and invof runways. 175' twr 2000' W of Rwy 16-34. Noise abatement procedures in effect ctc arpt manager 509-276-3379. Rwy 16 preferred calm wind rwy. ACTIVATE MIRL Rwy 16-34-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (509) 276-2303. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) SPOKANE APP/DEP CON 123.75 RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. 34

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33 90' W117°37.61' 357° 25.4 NM to fld. 2756/21E. NDB (MHW) 365 DPY N47°58.07' W117°25.58' at fld. NOTAM FILE DEW. NDB unmonitored. DESERT AIRE (See MATTAWA) DE VERE FLD (See CLE ELUM)

SEATTLE

SEATTLE

SFATTLE

**DONNY** N46°31.54′ W120°22.33′. NOTAM FILE YKM.

NDB (LOM) 371 YK 274° 7.6 NM to Yakima Air Terminal/McAllister Fld.

DOROTHY SCOTT (See OROVILLE)

DUNEZ N46°20 29' W119°00 75' NOTAM FILE PSC

NDB (LOM) 331

205° 6.3 NM to Tri-Cities. Unmonitored when twr clsd.

EASTON STATE (ESW) 2 N UTC-8(-7DT) N47°15.25' W121°11.13'

2226 NOTAM FILE SEA

RWY 09-27: 2640X100 (TURF) RWY 09: Trees RWY 27: Trees

WEATHER DATA SOURCES: AWOS-3 135.425 (360) 376-6045.

Vehicles, pedestrians and wildlife on and invof arpt. **COMMUNICATIONS: CTAF 122.9** 

**EASTSOUND** ORCAS ISLAND

(ORS)

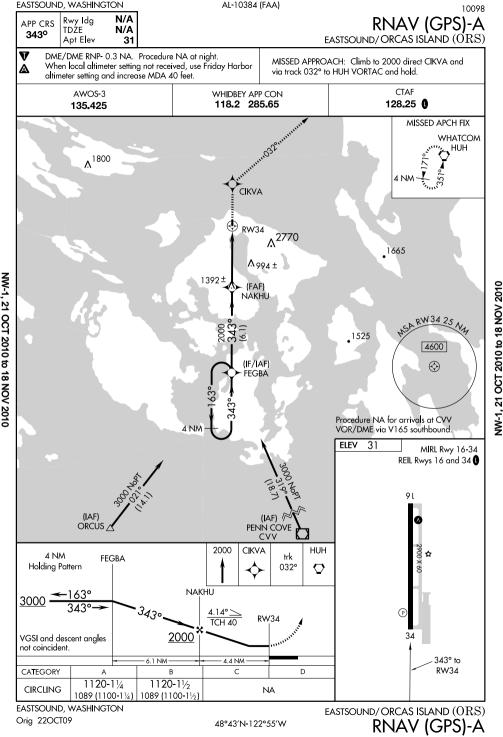
COMMUNICATIONS: CTAF 128.25 VICTORIA NORTH APP/DEP CON 132.7 WHIDREY SOUTH APP/DEP CON 118 2

AIRPORT REMARKS: Unattended, Arpt CLOSED Oct 1 thru Jun 1, Wind cone mounted on 50' self supporting tower. 1 N UTC-8(-7DT) N48°42.50′ W122°54.64′ SEATTLE B S3 FUEL 100LL TPA-1031(1000) NOTAM FILE ORS L-1E RWY 16-34: H2900X60 (ASPH-AFSC) MIRL IAP S-12.5RWY 16: REIL. VASI(V4L)—GA 2.9° TCH 35'. RWY 34: REIL. PAPI(P2L)-GA 4.0° TCH 28'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600-0030Z±. Self svc 24 hr fuel avbl with credit card. Deer on and invof rwy. Noise

abatement procedures in effect, ctc arpt manager 360-376-5285. Additional transient tiedowns south of

segmented circle. PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles, during

decent close alignment to rwy centerline is necessary. ACTIVATE VASI Rwy 16, REIL Rwy 16 and Rwy 34 and twy lgts-128.25.



#### 152 WASHINGTON

RWY 25. P\_line RWY 11-29: H4301X150 (CONC) S-35, D-57, 2D-100

#### **ELLENSBURG** BOWERS FLD

1764 R

ELN.

RWY N7. Tree

MIRL 0.4% up NW

S4 FUEL 100LL JET A TPA-2598(834) NOTAM FILE ELN RWY 07-25: H5590X150 (ASPH) S-28 0.8% up E

RWY 29: REIL, PAPI(P2R)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended Mon-Fri 1500-0300Z±. Sat-Sun

1500-0200Z±. Rwv 07-25 CLOSED Dec 15-Feb 28. no maintenance avail. Rwy 07-25 has weeds growing through cracks in payement first 2000', ACTIVATE MIRL Rwv 11-29-123.0.

WEATHER DATA SOURCES: ASOS 118.375 (509) 925-2040. HIWAS 117.9

(ELN) 2 N UTC-8(-7DT) N47°01.98' W120°31.84'

COMMUNICATIONS: CTAF/UNICOM: 123 O ELLENSBURG RCO 122.2 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6 RADIO AIDS TO NAVIGATION: NOTAM FILE FLN

ELLENSBURG (H) VORTACW 117.9 ELN Chan 126 N47°01.46' W120°27.50' 259° 3.0 NM to fld. 1770/21E. HIWAS.

5590 X 150

ELMA MUNI

(4W8) 35 B TPA-835(800) NOTAM FILE SEA RWY 07-25: H2280X30 (ASPH) MIRL (NSTD)

RWY 07: Trees. Rgt tfc. RWY 25: Thid dspicd 180' Trees. AIRPORT REMARKS: Unattended. Rwy 07-25 NSTD MIRL. Rwy 25 dsplcd thid unigtd, 2095' of Rwy 07-25 avbl for ngt ops. Rwy 07-25 disregard white X's on rwy. Rwy 07-25 very narrow faded centerline stripe, rwy 1D NSTD

dimensions. ACTIVATE NSTD MIRL Rwy 07-25-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 ELWHA

1 SW UTC-8(-7DT) N46°59.43′ W123°25.78′ **SFATTLE** 

NOTAM FILE CLM.

SEATTLE

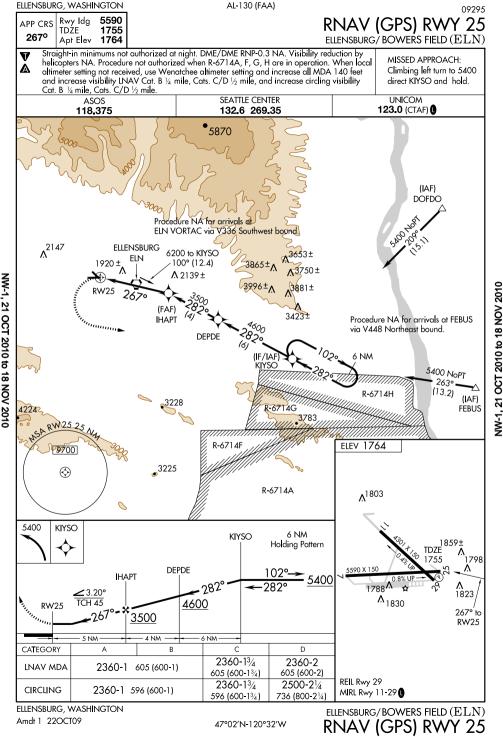
SEATTLE

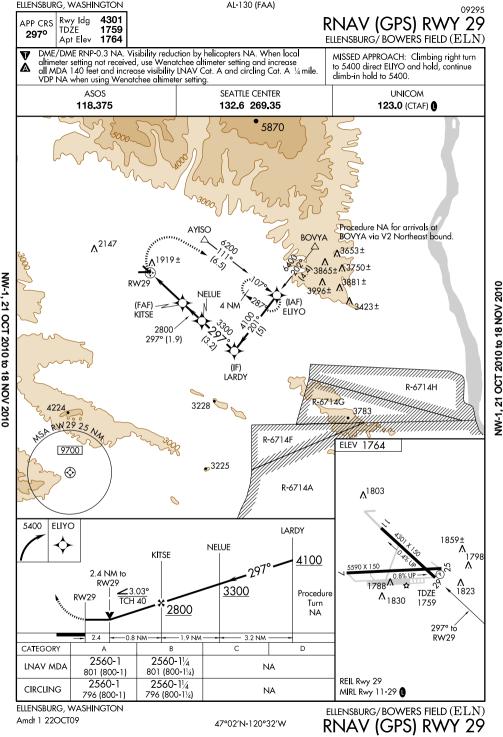
IAP

H-1C, L-13A

N48°09.01' W123°40.22'. NDB (MHW/LOM) 515 CL 083° 7.1 NM to William R. Fairchild Intl. NDB unusable 100°-235° beyond 12 NM.

I-1F





Amdt 3A 10070 47°02'N-120°32'W

ELLENSBURG/ BOWERS FIELD (1

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

SFATTI F

IAP

H-1C, L-13A

### WASHINGTON

MIRI

## EPHRATA MUNI (EPH) 2 SE UTC-8(-7DT) N47°18.48' W119°31.01'

**RWY 03–21**: H5500X75 (ASPH) S–60, D–90, 2S–114, 2D–115 RWY 03: PAPI (P4L)—GA 3.0° TCH 40', Ground, Rgt tfc. 0.3% up.

1276 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE EPH

RWY 21: PAPI (P2L)—GA 3.0° TCH 40'. RWY 11-29: H3843X60 (ASPH) S-40, D-53, 2D-105

RWY 11: REIL. Ground. RWY 29: REIL. PAPI(P2L)-GA 3.0°. TCH 40'.

RWY 04-22: H3467X150 (ASPH)

RWY 22: Rgt tfc. AIRPORT REMARKS: Attended 1530-0000Z‡. Fuel 24 hr credit card svc avbl. Rwv 04-22 for gliders only. Be alert aerobatic acft activity

acft 1526(250). Heavy glider activity from apron area Apr-Oct. ACTIVATE MIRL Rwy 03-21 and MIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29-CTAF. PAPI Rwy 29, Rwy 03 and Rwy 21 opr

continuously. UNICOM monitored intermittently. WEATHER DATA SOURCES: ASOS 135.775 (509) 754-3761. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (SEATTLE RADIO)

GRANT COUNTY APP/DEP CON 126.4 (1400-0600Z±)

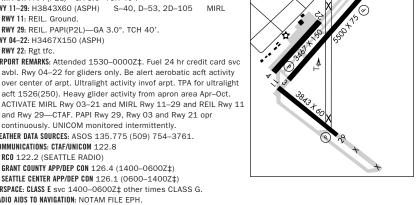
SEATTLE CENTER APP/DEP CON 126.1 (0600-1400Z±)

AIRSPACE: CLASS E svc 1400-0600Z± other times CLASS G.

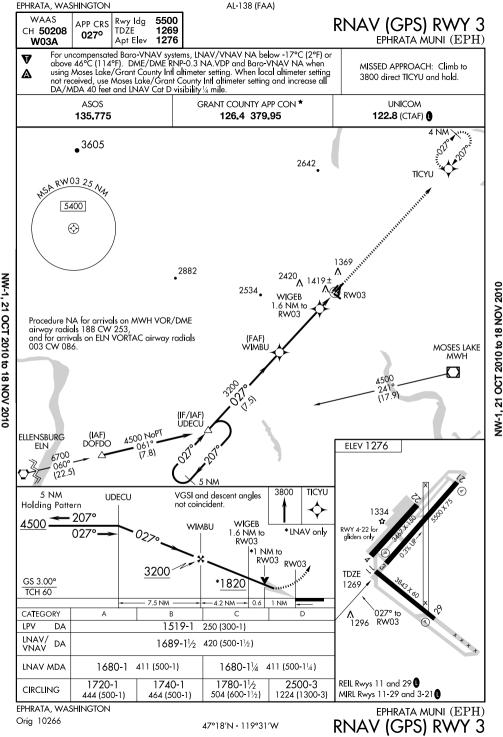
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

(H) VORTACW 112.6 EPH Chan 73 N47°22.68' W119°25.44' 201° 5.7 NM to fld. 1250/21E. VOR unusable 310°-350° bvd 25 NM blo 6.500'.

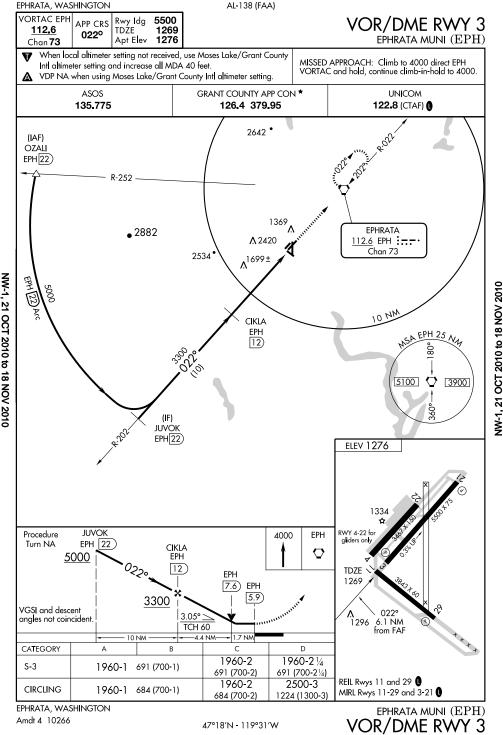
DME portion unusable: 280°-295° bvd 25 NM blo 7.000′.



310°-350° bvd 25 NM blo 6.500'.



WW-1, 21 OCT 2010 to 18 NOV 2010



V

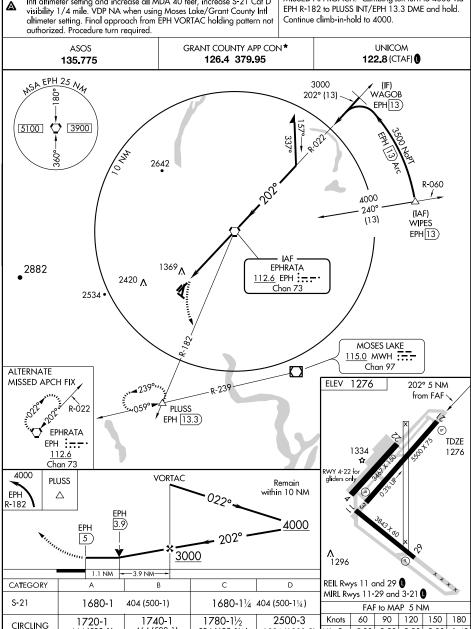
NW-1, 21 OCT 2010 to 18 NOV 2010

AL-138 (FAA)

## VOR RWY 21 EPHRATA MUNI (EPH)

WW-1, 21 OCT 2010 to 18 NOV 2010

When local altimeter setting not received, use Moses Lake/Grant County MISSED APPROACH: Climbing left turn to 4000 via Intl altimeter setting and increase all MDA 40 feet, increase S-21 Cat D EPH R-182 to PLUSS INT/EPH 13.3 DME and hold. visibility 1/4 mile. VDP NA when using Moses Lake/Grant County Intl altimeter setting. Final approach from EPH VORTAC holding pattern not Continue climb-in-hold to 4000. authorized. Procedure turn required.



EPHRATA, WASHINGTON

Amdt 19 10266

444 (500-1)

464 (500-1)

3:20 2:30 2:00 EPHRATA MUNI (EPH) VOR RW

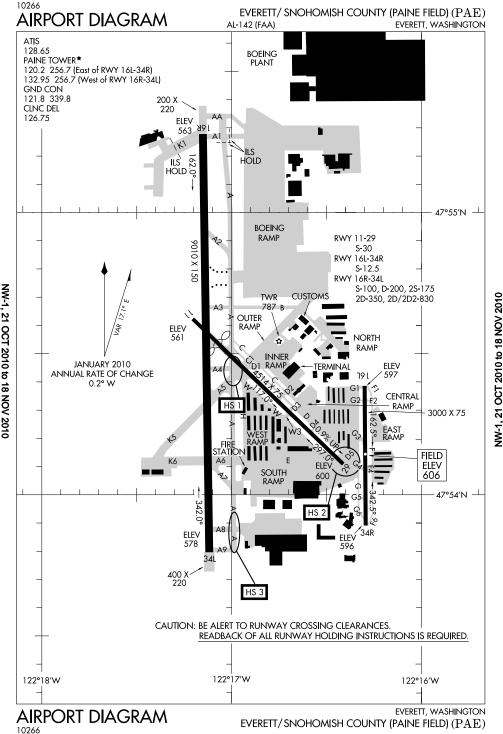
1:40

1224 (1300-3)

Min:Sec

5:00

504 (600-11/2)



154 WASHINGTON

#### **EVERETT**

SNOHOMISH CO (PAINE FLD) (PAE) 6 SW UTC-8(-7DT) N47°54.42′ W122°16.89′ S4 FUEL 100LL, JET A OX 1, 3 TPA-See Remarks LRA

NOTAM FILE PAE

HIRL

RWY 16R: MALSR, PAPI(P4R)—GA 2.8°, Rgt tfc. RWY 34L: MALSF, PAPI(P4L) GA 3.0° TCH 75', Trees.

RWY 16R-34L: H9010X150 (ASPH-CONC-GRVD)

ARFF Index—See Remarks

2S-175, 2D-350, 2D/2D2-830

RWY 11-29: H4514X75 (ASPH) S-30 MIRL 0.9% up SE

RWY 11: VASI(V2L)—GA 3.25° TCH 60'. Thid dspicd 799'. Trees.

RWY 29: VASI(V2R)-GA 4.0° TCH 57'. Trees. RWY 16L-34R: H3000X75 (ASPH) S-12.5MIRL

RWY 16L: REIL. PAPI(P2L)-GA 3.0°. Pole. RWY 34R: REIL. PAPI(P2R)-GA 3.0°. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0500Z‡. For jet and helicopter fuel after hrs call 425-355-6600. Helicopters prohibited at fueling

islands. Flocks of large and small birds in vicinity of arpt. Class I. ARFF Index B. Arpt CLOSED to air carrier ops with more than 30

passenger seats 0500-1500Z‡ except PPR ctc arpt ops 425-388-5110/5480. For additional ARFF capability ctc arpt ops

425-388-5110, Rwy 11-29 and Rwy 16L-34R CLOSED between 0500-1500Z‡. First 1000' of Rwy 16R is concrete. Large acft fly

IAP, AD €3 Rwy 16L-34R: 3000 X 75

SEATTLE

H-1B. L-1D

W pattern over water, small acft fly E pattern over arpt. Be alert for converging tfc on base to final legs Rwys 16R-34L 0500-1500Z‡. Training flights discouraged after 0600Z‡. Rwy 16R-34L touch-and-go ldgs prohibited Mon-Fri 1500-1700Z±, Rwy 16L-34R and Rwy 11-29 limited to

helicopters 8,000 lbs or less. Twy A-2 restricted to 30,000 lbs. Avoid overflight of Boeing ramp NE corner of arpt due to JET blast. Rwy 34L departures discouraged in calm wind conditions. Avoid intersection departures from Rwy 16L-34R and Rwy 29. Avoid intersection departures from Rwy 11 except from Twy Delta 1 intersection. Twy Echo Igts OTS indef. Areas not visible from twr include E edge of S 1200' of Twy A, Twy E from SE corner of west hangars to Twy A, mid section of outer terminal ramp, Twy H from NW edge of west hangars to Twy E, NE

S-100. D-200.

edge of inner terminal ramp. Noise sensitive arpt, for noise abatement procedures and tfc procedures call arpt ops 425-388-5125. It is requested that pilots adhere to the following noise abatement procedures unless otherwise instructed by twr. itinerant arrival and low apph of small acft over 250 horsepower authorized on Rwy

29. Rwv 16L and Rwv 34R. Itinerant departure of small acft over 250 horsepower on Rwv 11 and Rwv 34R. If

access to Boeing ramp required ctc Boeing Flight Dispatch 206-655-3421 for approval during normal duty hours. TPA-1606 (1000) for light acft, 2006 (1400) for heavy acft. When twr clsd ACTIVATE HIRL Rwy 16R-34L, MALSR Rwy 16R and PAPI Rwy 34L—CTAF, Landing fee for acft over 30,000 lbs GWT.

WEATHER DATA SOURCES: ASOS (425) 355-6192. LAWRS.

COMMUNICATIONS: CTAF 132.95 ATIS 128.65 (425)355-9797. UNICOM: 122.95

PAINE RCO 122.55 (SEATTLE RADIO)

### (R) SEATTLE CENTER APP/DEP CON 128.5

PAINE TOWER 132.95 (acft arrival W of centerline or departure Rwy 16R-34L) 120.2 (acft arrival E of centerline or departure Rwy 16L-34R) (1500-0500Z‡) GND CON 121.8 CLNC DEL 126.75 AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19' W122°16.67' at fld. 670/20E.

RITTS NDB (LOM) 396 PA N48°03.17' W122°17.33' 158° 8.8 NM to fld.

ILS 109.3 I-PAE Rwv 16R Class IE. LOM RITTS NDB, LOC/GS unmonitored (0500-1500Z‡) COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

#### HOT SPOTS

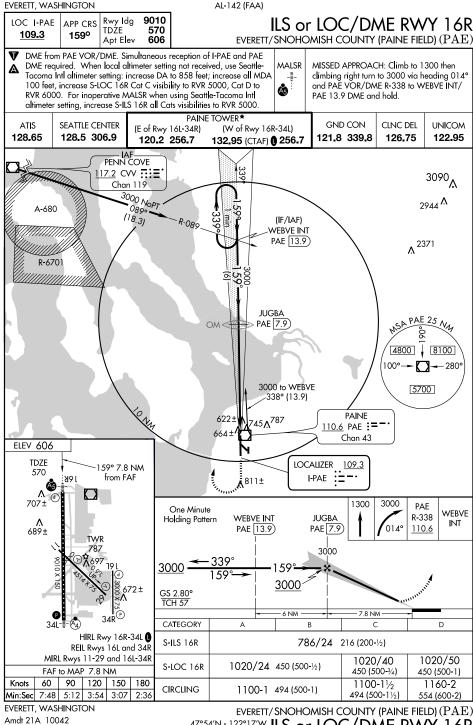
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

21 OCT 2010 to 18 NOV 2010

10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	



NW-1, 21 OCT 2010 to 18 NOV 2010

WW-1, 21 OCT 2010 to 18 NOV 2010

ATIS 128.65 CLNC DEL

126.75

GND CON

# PAINE TWO DEPARTURE

WHATCOM <u>113.0</u> HUH ::∺ Chan 77

N48°56.72′-W122°34.76′

L-1. H-1

N47°55.19′-W122°16.67′ L-1, H-1

**ELLENSBURG** 

117.9 ELN :-..

Chan 126

121.8 339.8 PAINE TOWER \* 120.2 256.7 (E of Rwy 16L-34R)

132.95 (CTAF) 256.7 (W of Rwy 16R-34L) SEATTLE CENTER 128.5 306.9

L-1, H-1

TAKE-OFF MINIMUMS

Rwys 16R, 34L, 34R: Standard.

**WENATCHEE** 

111.0 EAT :-

Chan 47

N47°23.98′-W120°12.65′

L-13

Rwys 11, 16L, 29: 300-1.

WHIDBEY ISLAND 113.8 NUW ::-PAINE Chan 85 110.6 PAE := N48°21.30′-W122°39.71′ Chan 43

**SEATTLE** 

116.8 SEA Chan 115

Chan 33

N47°08.86′-W122°28.50′

Rwy 11: 72' AGL tree 1160' from DER, 600' left of centerline.

N47°26.12′-W122°18.58′ L-1, H-1

McCHORD 109.6 TCM **Ξ**:\_

> L-1, H-1 N47°01.46′-W120°27.51′

> > **OLYMPIA** 113.4 OLM .\_\_. Chan 81 N46°58.30′-W122°54.11 L-1. H-1

L-13, H-1

116.0 YKM **ΞΞΞ** Chan 107 N46°34.22′-W120°26.68′

YAKIMA

Rwy 16L: 68' and 101' AGL trees 1040' to 1820' from DER, 480' to 560' left of centerline. Rwy 29: 56', 69', 101', 128' AGL trees 340' to 2140' from DER.

NOTE: Center may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Paine Airport provided no altitude restrictions are imposed prior to reaching MVA.

NOTE: Chart not to scale.

**HOQUIAM** 117.7 HQM ==.-

Chan 124

N46°56.82′-W124°08.96′

L-1, H-1

TAKE-OFF OBSTACLE NOTES

V

NW-1, 21 OCT 2010 to 18 NOV 2010

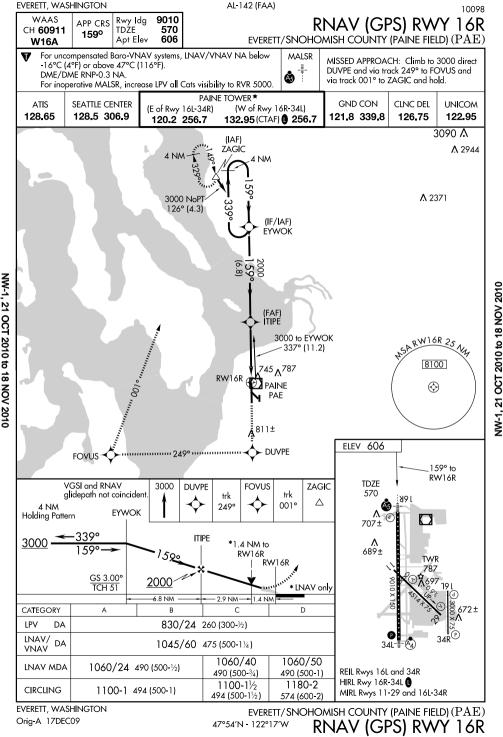
## DEPARTURE ROUTE DESCRIPTION

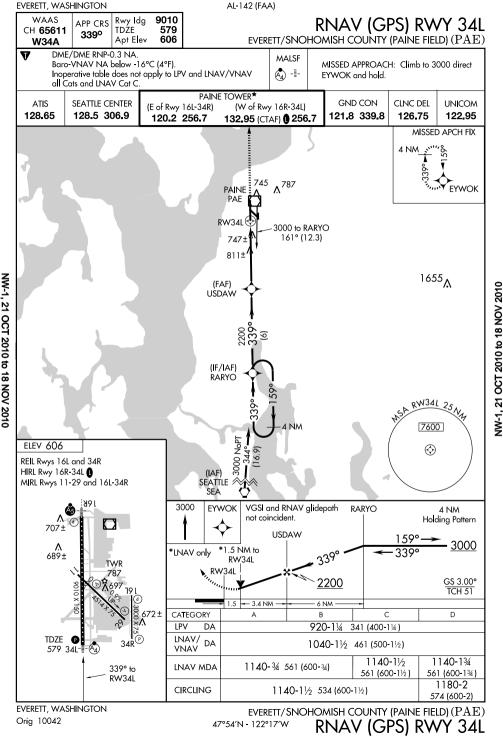
Fly Runway heading or as assigned; expect vectors to join assigned route.

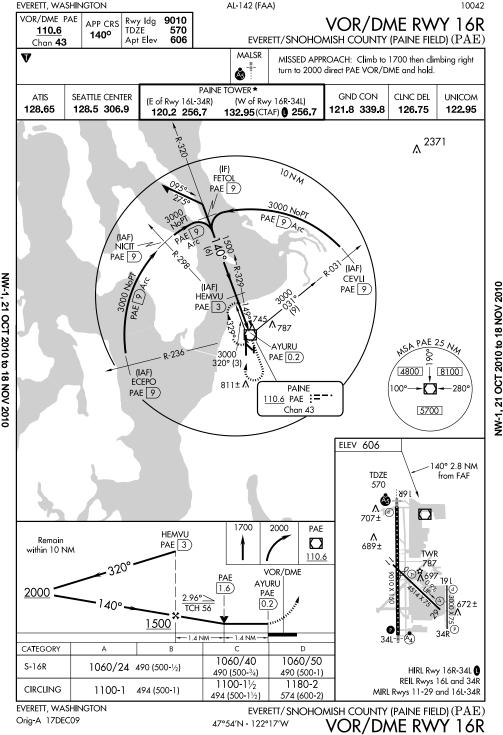
Maintain assigned altitude; expect filed altitude/flight level five minutes after departure.

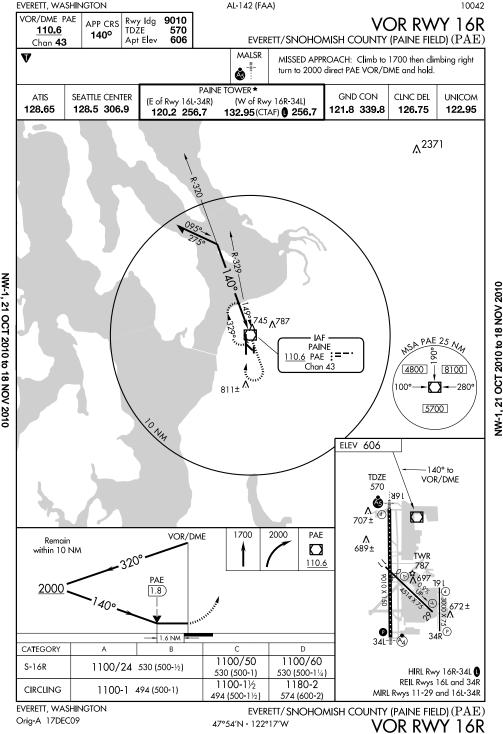
LOST COMMUNICATIONS: If not in contact with SEATTLE CENTER upon reaching 2000', continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

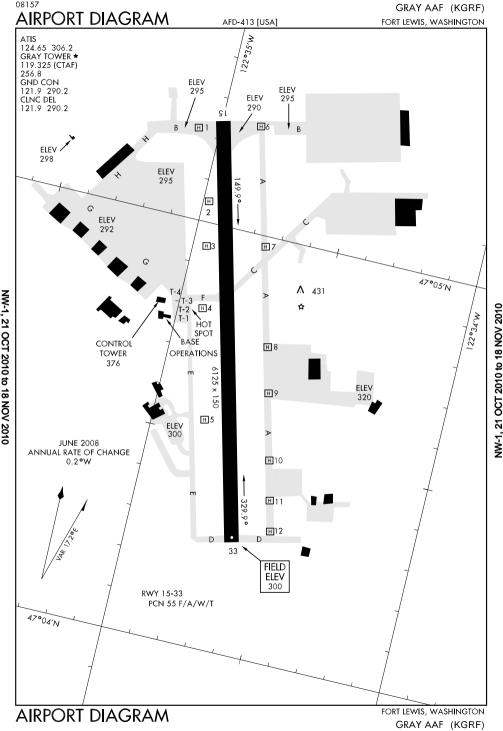
# PAINE TWO DEPARTURE











357-6628/5998, C253-967-6628/5998. CAUTION High volume of personnel/vehicles with negative radio communication on ground control crossing Twy G and Twy H. Numerous small arms 0.8 NM E of afld. TFC PAT TPA—E/W tfc, multi-engine fixed wing 1500(1200), single engine fixed wing 1300(1000), rotary wing wing 300-1/2. Night fixed wing not authorized, rotary wing 500-1. Acft conducting tactical opr on Fort Lewis weather. WX observation visibility is limited to 2 SM in some directions. Wx observation automated by

AN/FMQ-19, WX observation augmented/backup as required. Twy E unusable to C-17 and larger acft. East ramp parking limited to C-12/UC-35/C-21 and smaller acft. AR Ctc OPS DSN 357-3036, C253-967-3036. ARNG Opr Tue-Fri 1430-0100Z‡ except holidays. Transient alert not avbl. Ltd parking. PPR for acft rqr fuel and parking, DSN 323-3805, C253-912-3805. COMMUNICATIONS: CTAF 119.325 ATIS 124.65 306.2 BULLSEYE RADIO 34.6 Opr continuously, exc holidays R SEATTLE APP/DEP 120.1 290.9 **TOWER** 119.325 256.8 276.4 (continuous, except holidays) GND CON 121.9 290.2 CLNC DEL 121.9 290.2 briefings for transient air crews avbl from 25 Operational Weather Squadron, Davis-Monthan AFB, DSN 228-6598) OPS 41.50 138.6 AR OPS 36.10 ARNG OPS 32.6

PMSV METRO 134.1 38.45 Full svc continuous, except holidays. Full svc may vary with local flight schedule. WX

AIRSPACE: CLASS D syc continuous, except holidays, other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

LACOMAS NDB (MHW) 328 LAC N47°00.48' W122°33.39' 329° 4.4 NM to fld. Unmonitored holidays.

GRF N47°08.99' W122°36.27' GRAYE NDB (MHW) 216 147° 4.4 NM to fld. Unmonitored holidays.

349° 7.2 NM to Tacoma Narrows. Unmonitored holidays.

UTC-8(-7DT) N47°00.77′ W121°32.02′

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct 1 to Jun 1. Pedestrians, vehicles and animals on and invof rwy.

062° 8.9 NM to Bowerman, 10/19E, HIWAS.

NOTAM FILE HQM.

LOM GRAYE NDB Unmonitored holidays.

Rwy 15.

COMM/NAV/WEATHER REMARKS: All rotary wing acft ctc Bullseve Radio prior to entry R6703A-D.

NOTAM FILE SEA.

Runway condition reading will be reported Mon-Fri, 1500-2300Z‡ via NOTAM and ATIS during inclement winter

1000(700). Unmanned aerial vehicles 1000(700), west tfc only. MISC Special VFR Day fixed wing 700-1, rotary military reservation ctc OPS prior to opr. Ctc Gray tfc on CTAF when twr closed. No hangar for transient acft.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks, RSTD 48 hr PPR transient acft, DSN

MILITARY SERVICE: FUEL J8—Ltd supply.

RWY 15: SSALR. PAPI.

RWY 15-33: H6125X150 (ASPH)

300 B TPA—See Remarks

N47°04.75' W122°34.85'

**ILS/DME** 108.3

NDB (MHW) 216 GRF

RANGER CREEK (21W)

NOTAM FILE SEA RWY 15-33: H2875X30 (ASPH) RWY 15: Trees.

COMMUNICATIONS: CTAF 122.9

RCO 122.2 (SEATTLE RADIO)

GRAYE

**GREENWATER** 

2650

GROVE FLD

HARVEY FLD

(H) VORTACW 117.7

HOQUIAM

I-GRF

USFS campgrounds east and north of rwy.

(See SNOHOMISH)

N46°56.82' W124°08.96'

HOM

(See CAMAS)

N47°08.99' W122°36.27'.

Chan 20

PAR Opr Mon-Fri 1600-0759Z‡ except federal holidays.

10 SE

RWY 33: Trees.

Chan 124

157

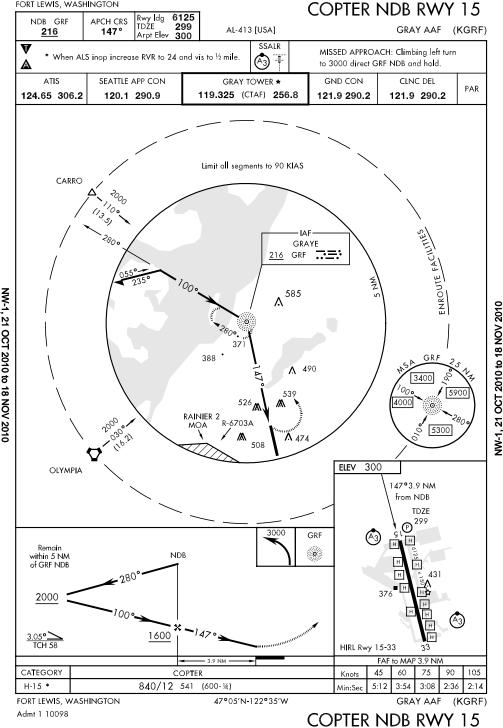
SFATTI F

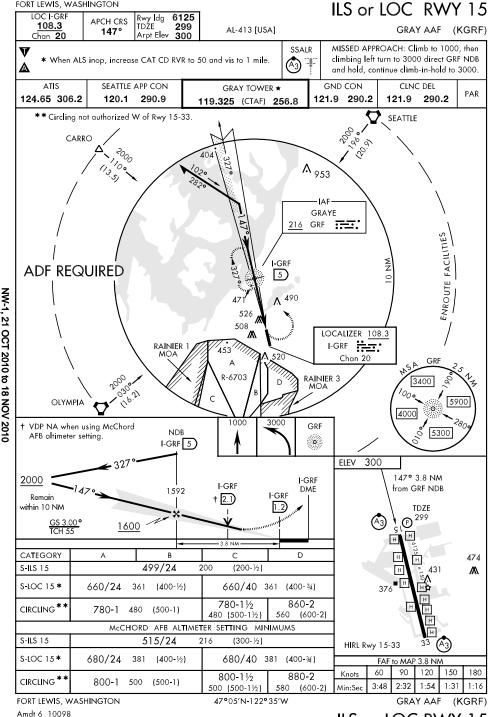
SFATTI F

SEATTLE

H-1B, L-1D

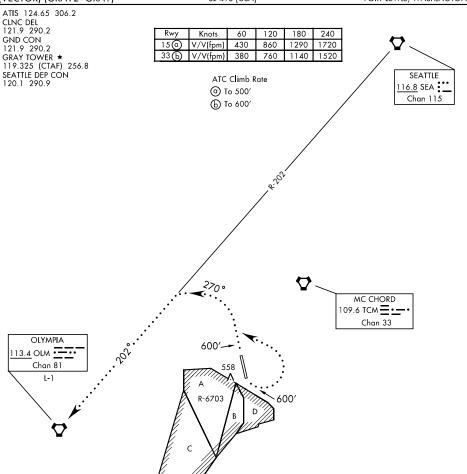
L-1D





Amdt 6 10098

WW-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF RUNWAY 15 AND 33:

NW-1, 21 OCT 2010 to 18 NOV 2010

V

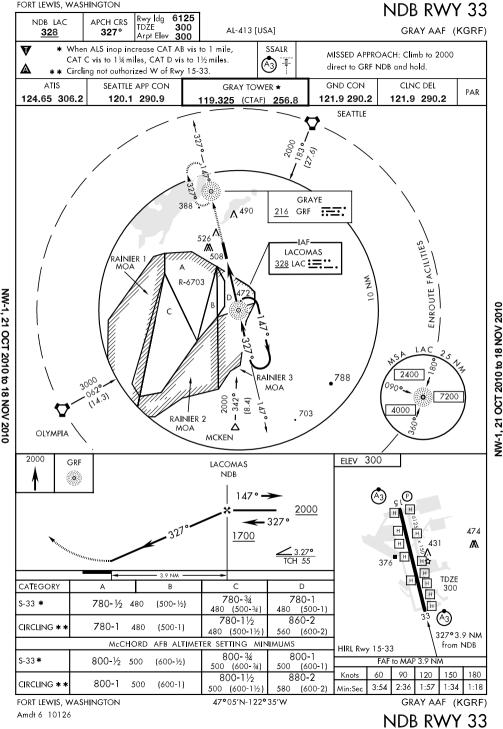
Climb via runway heading to 600′, then turn left (unless otherwise directed by ATC) heading 270 for vectors to assigned route. Maintain altitude as assigned by ATC. Expect filed altitude within five minutes after departure.

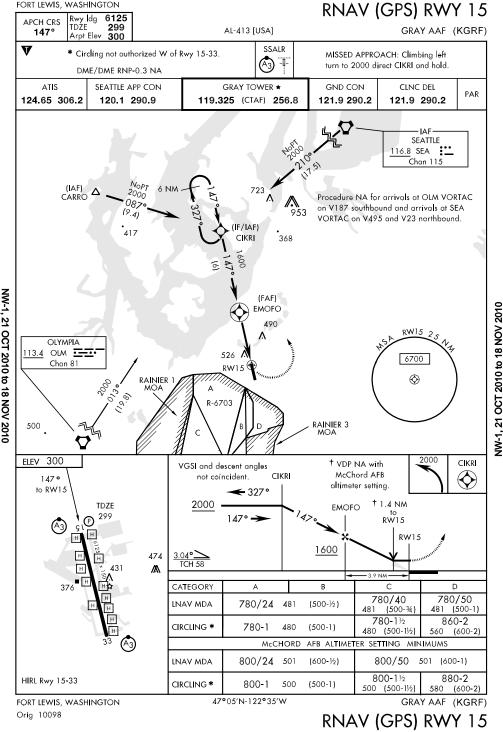
DEPARTURE ROUTE DESCRIPTION

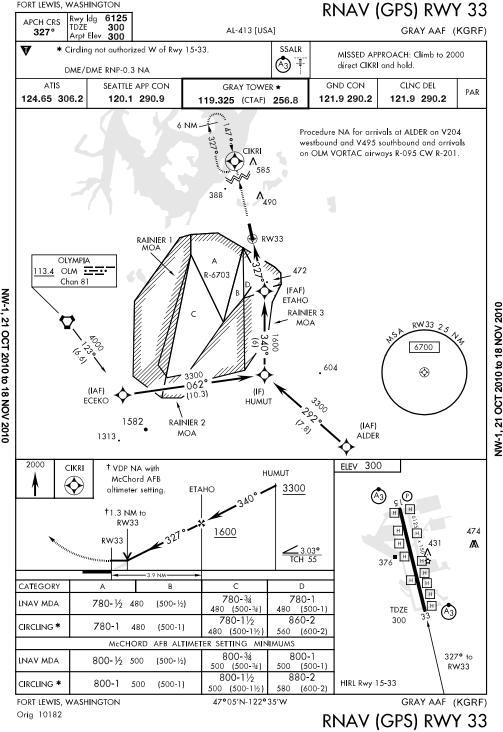
LOST COMMUNICATIONS: If no transmissions are received within three minutes after departure, continue climb to assigned altitude, intercept and proceed via SEA R-202 to OLM VORTAC, thence via assigned route.

Amdt 20 10098

NW-1, 21 OCT 2010 to 18 NOV 2010







WASHINGTON 156 FORT LEWIS (See GRAY AAF-JOINT BASE LEWIS-MCCHORD)

FRIDAY HARBOR

FRIDAY HARBOR (FHR) 0 SW UTC-8(-7DT) N48°31.32′ W123°01.46′

S4

RWY 16-34: H3402X75 (ASPH)

S-12.5 RWY 16: PAPI(P4R)-GA 4.0° TCH 38', Building, Rgt tfc. RWY 34: REIL. PAPI(P4L)-GA 3.5° TCH 40'. Trees. Rgt tfc.

FUEL 100 LRA NOTAM FILE FHR

MIRL

0.8% up N

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel system self svc with credit card. Noise abatement procedures in effect ctc arpt

manager 360-378-4724. Preferred Rwy 16 in calm wind conditions. Due to high concentration of tfc invof arpt recommend

ldg lgts or forward visibility lgts turned on while utilizing arpt. Rwy 16 PAPI baffled W of centerline, lateral coverage has been

narrowed to avoid obstacles during descent, maintain highest possible altitude and close alignment to rwy centerline. Acft in excess of 12,500 lbs charged fee based on weight and time of

year-ctc arpt manager for information. Soft ground between tiedowns west parking area. Limited transient parking avbl during summer. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 34-CTAF.

ACTIVATE rotating bcn—CTAF, Ldg fee—Acft in excess of 12,500 lbs charged, fee based on weight—ctc arpt manager for info. WEATHER DATA SOURCES: ASOS 135.675 (360) 378-8491.

COMMUNICATIONS: CTAF 128.25 (R) WHIDBEY APP/DEP CON 118.2 RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.

WHATCOM (H) VORTACW 113.0 HUH

HIWAS. NDB (MHW) 284

€3

X 75

(P

34

SEATTLE

L-1E IAP

Chan 77 N48°56.72′ W122°34.76′ 195° 31.0 NM to fld. 83/20E. FHR N48°30.73′ W123°01.43′ at fld. NOTAM FILE FHR.

agaaa

Ø

FRIDAY HARBOR SPB (W33) 0 NE UTC-8(-7DT) N48°32.24′ W123°00.58′ IRA NOTAM FILE SEA WATERWAY 03-21: 10000X2000 (WATER)

WATERWAY 12-30: 6000X1000 (WATER) SEAPLANE REMARKS: Unattended, All tkfs should be performed N of Browns Island, Seaplanes ops warning lgts OTS

indef. US customs user fee arpt. Flight Notification Service (ADCUS) available. COMMUNICATIONS: CTAF 128 25

**GOHEEN** 

GRANT CO

(See BATTLE GROUND)

GOLDENDALE (S2Ø) 1 NW 1678 В NOTAM FILE SEA RWY 07-25: H3491X40 (ASPH) S-4

RWY 07: REIL. Fence.

AIRPORT REMARKS: Unattended. NSTD white line crosses rwy near Rwy 07 marking. NSTD white line crosses rwy near Rwy 25 marking. COMMUNICATIONS: CTAF 122.9

KLICKITAT (H) VORW/DME 112.3

HIWAS. **GRAND COULEE DAM** 

(See MOSES LAKE)

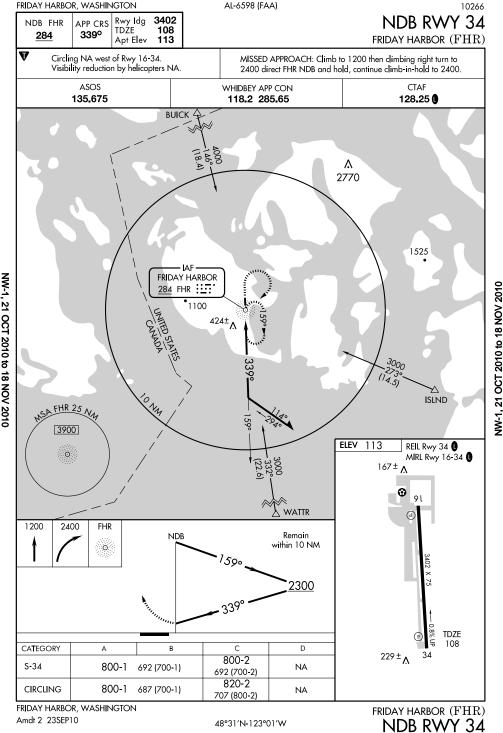
UTC-8(-7DT) N45°49.93' W120°50.72' MIRL RWY 25: REIL. SAVASI (S2L). Thid dsplcd 330'. Trees.

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

LTJ Chan 70 N45°42.81' W121°06.05' 035° 12.9 NM to fld. 3220/21E.

SEATTLE SEATTLE L-13A

(See ELECTRIC CITY)



RNAV (GPS) RWY 34 WAAS 3402 Rwy Ida APP CRS CH 40024 108 TDŹE 337° FRIDAY HARBOR (FHR) Apt Elev 113 **W34A** V DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 16-34. MISSED APPROACH: Climb to 5000 direct Baro-VNAV NA below -30°C (-22°F). TIYUG and via 077° track to WOBED When VGSI inoperative, procedure NA at night. and via 133° track to ISLND and hold. ASOS WHIDBEY APP CON **CTAF** 135,675 118.2 285.65 128.25 TIYUG BUICK / NSA RW34 25 N4 WOBED 3900 4000 to UGTAW 1525 150° (29)  $\bigcirc$ 1100 307± (RW34 303± A NW-1, 21 OCT 2010 to 18 NOV 2010 (FAF) DFUCA 2000 337, 2000 NoPT 247° (5) (IAF) (IF/IAF) ÙĠŦAŴ (IAF) 4 NM PENN COVE CVV 2000 NoPT ELEV 113 327° (12) 167±∧ Procedure NA for arrivals at WATTR (IAF) via V495 southeast bound WATTR 5000 TIYUG 0 WOBED 9١ **ISLND** 4 NM 077° 133° Holding Pattern TRK TRK Δ **UGTAW DFUCA** 337° RW34 2000 GS 3.50° TCH 40 5 NM 6 NM CATEGORY D LPV DA 500-11/4 392 (400-11/4) NA **TDZE** LNAV/ DA 108 580-11/2 472 (500-11/2) NA 229 ± A 34 640-11/2 LNAV MDA 640-1 532 (600-1) NA 337° to 532 (600-11/2) RW34 REIL Rwy 34 1 800-2 CIRCLING 780-11/2 NA 667 (700-11/2) MIRL Rwy 16-34 ( 687 (700-2) FRIDAY HARBOR, WASHINGTON FRIDAY HARBOR (FHR) Amdt 1 10070 48°31′N-123°01′W RNAV (GPS) RWY 34

WW-1, 21 OCT 2010 to 18 NOV 2010

AL-6598 (FAA)

FRIDAY HARBOR, WASHINGTON

WASHINGTON 158 HOQUIAM BOWERMAN (HQM) 2 W UTC-8(-7DT) N46°58.27′ W123°56.19′ SEATTLE FUEL 100LL, JET A1+ LRA NOTAM FILE HOM H-1B. L-1D RWY 06-24: H5000X150 (ASPH) S-30, D-40, 2D-80 IAP RWY 06: REIL. VASI(V4R)-GA 3.0° TCH 52'. Tree. Rgt tfc. ଓ ଓଡ଼େଓ RWY 24: MALSR. VASI(V4L)-GA 3.0° TCH 50'. AIRPORT REMARKS: Attended Mon-Fri 1700-0100Z‡. 100LL avbl 24 hrs a day with Credit Card. For Jet A call 360-533-6655 between 1700-0100Z‡ or call 360-310-0201 between 0100-1700Z‡. Flocks of waterfowl on and in vicinity of arpt. 103' crane 0.2 NM southwest of AER 24. Service road south of rwy in primary surface. Ultralights prohibited without written permission from 111111 **#** \$ arpt manager. ACTIVATE HIRL Rwy 06-24, MALSR Rwy 24 and REIL Rwv 06-CTAF. WEATHER DATA SOURCES: ASOS 135.775 (360) 538-7021. HIWAS 117.7 HOM COMMUNICATIONS: CTAF/UNICOM 122.7 RCO 122.2 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 128.3 AIRSPACE: CLASS E svc 1400-0600Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE HOM. HOQUIAM (H) VORTACW 117.7 HQM Chan 124 N46°56 82' W124°08.96' 062° 8.9 NM to fld. 10/19E. HIWAS. ABERN NDB (LOM) 236 HQ N46°59.26' W123°47.86' 241° 5.8 NM to fld. LOM unusable 150°-180° byd 10 NM **ILS/DME** 108.7 I-HQM Chan 24 Rwy 24 LOM ABERN NDB. LOM unusable 150°-180° byd 10 NM. HOSKINS FLD (See OLYMPIA) **ILWACO** 

PORT OF ILWACO (7W1) 2 E UTC-8(-7DT) N46°18.90' W124°00.23' SEATTLE NOTAM FILE SEA RWY 10-28: H2080X50 (ASPH) S-5MIRL RWY 28: PAPI(P2L)—GA 4.0°. Thid dsplcd 300'. Road.

AIRPORT REMARKS: Unattended, ACTIVATE MIRL Rwv 10-28-CTAF. **COMMUNICATIONS: CTAF 122.9** IONE MUNI 2 S UTC-8(-7DT) N48°42.48' W117°24.78' (S23)

2108 B NOTAM FILE SEA RWY 15-33: H4059X45 (ASPH) MIRI RWY 15: Fence.

SEATTLE L-13B RWY 33: PAPI(P2L)-GA 3.0° TCH 35'.

AIRPORT REMARKS: Unattended. Wildlife invof rwy. MIRL Rwy 15-33 pilot controlled lighting med and high ints out of svc indefinitely. ACTIVATE MIRL Rwy 15-33-CTAF.

**COMMUNICATIONS: CTAF 122.9** RADIO AIDS TO NAVIGATION: NOTAM FILE GEG

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 346° 69.2 NM to fld. 2756/21E.

HIWAS.

NDB (MHW) 379 ION N48°42.61' W117°24.82' at fld. NOTAM FILE SEA. VFR use only.

HELIPAD H1: H60X60 (CONC) MIRL

JEFFERSON CO INTL (See PORT TOWNSEND)

JUMP-OFF-JOE SEATTLE N46°06.24′ W119°07.92′

RCO 122.4 (SEATTLE RADIO) L-13A

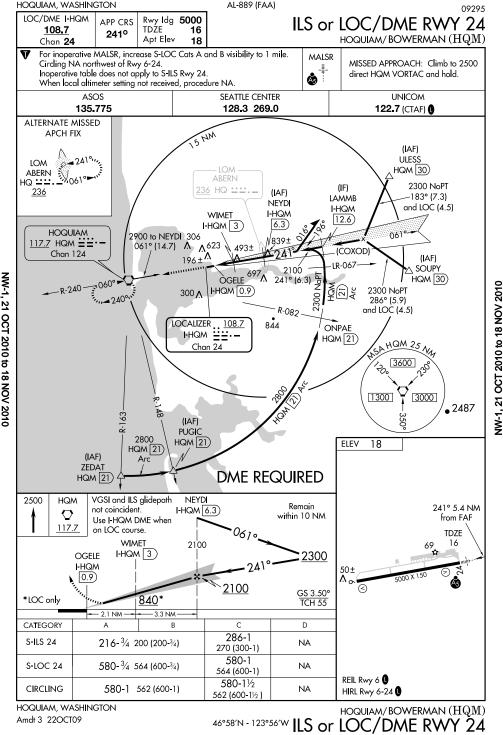
KAHLOTUS

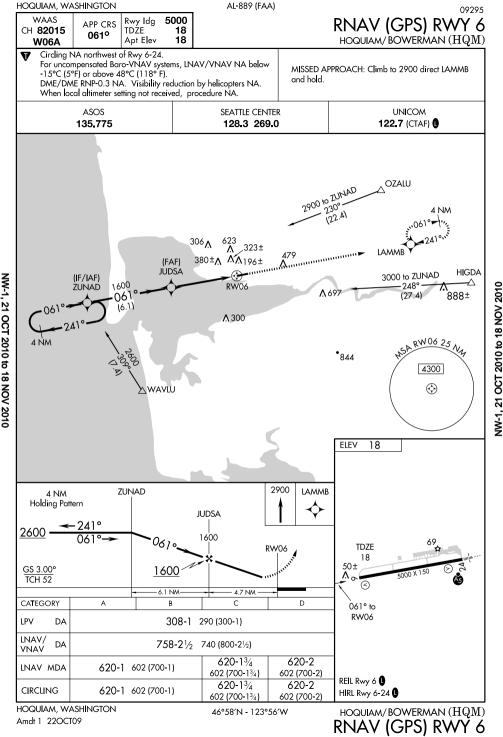
LOWER MONUMENTAL STATE (WØ9) 5 S UTC-8(-7DT) N46°33.03' W118°32.18' SEATTLE 813 NOTAM FILE SEA

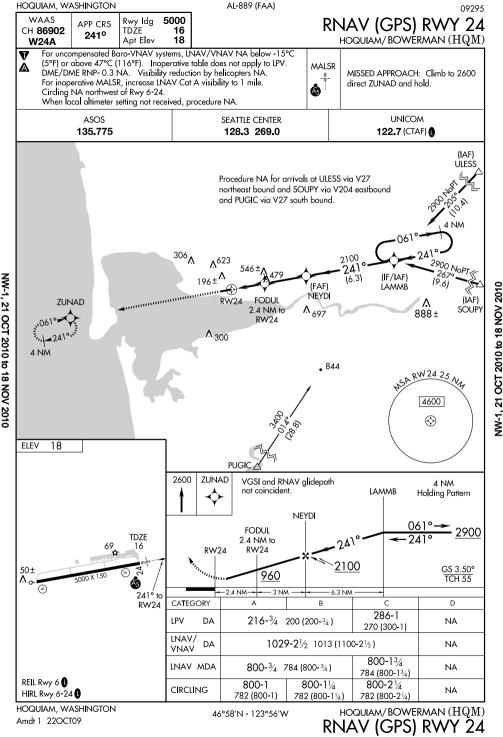
RWY 01-19: 3300X50 (GRVL)

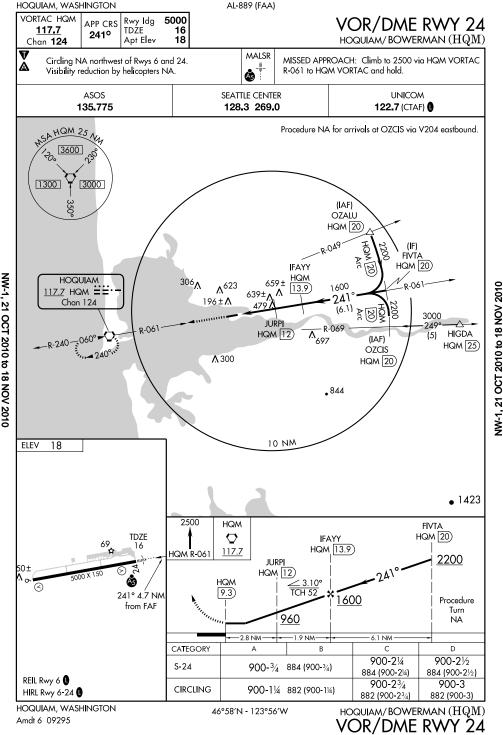
RWY 01: Tower. Rwy 19: P-line. AIRPORT REMARKS: Unattended, CLOSED Oct 1 thru Jun 1, Multiple power lines 0.4 mi NNE of arpt, Rwy marked with retro reflective devices. Rwy 01-19 has steep canyon walls N, E and S. Pedestrians, vehicles and animals on

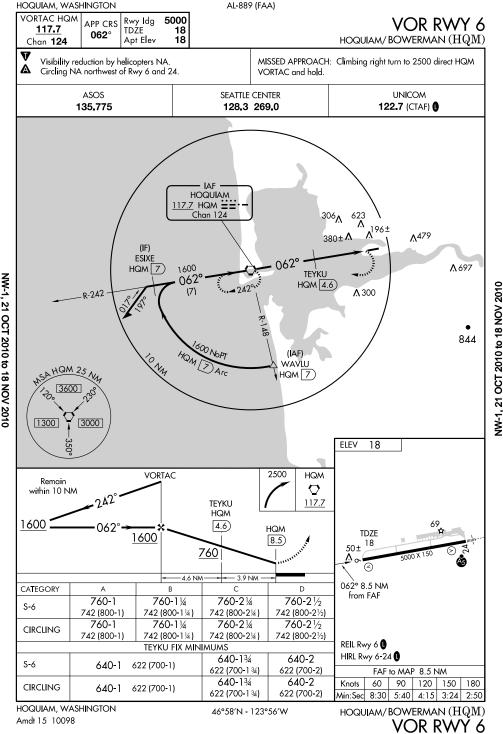
and invof rwy. Portions of rwy sfc rough and soft. Contact Washington State Aviation Division 360-651-6300 or 1-800-552-0666 for facility information prior to using. COMMUNICATIONS: CTAF 122.9











WASHINGTON 159

**SEATTLE** 

SEATTLE

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SEATTLE

SFATTLE

Car Dealership

L-13A

L-1C

IAP

NDB (MHW) 256 LSO 148° 2.3 NM to Southwest Washington Rgnl. NDB unusable 020°-120°. 120°-180° bvd 15 NM. 180°-340° bvd 10 NM.

NOTAM FILE KLS

# **KELSO**

KELSO

SOUTHWEST WASHINGTON RGNL (KLS) 2 SE UTC-8(-7DT) N46°07.08' W122°53.90' S4 FUEL 100LL. JET A LRA NOTAM FILE KLS

RWY 12-30: H4391X100 (ASPH) S-38, D-46, 2D-74 RWY 12: REIL. PAPI(P4L)-GA 4.0° TCH 37'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Winter 1600-0100Z‡, Summer 1600-0200Z‡. 24 hr self-service credit card fuel facility. Numerous flocks of birds on and invof arpt. Rwy 12-30 NSTD spacing MIRL. ACTIVATE MIRL Rwy 12-30-CTAF. Flight

RWY 30: REIL. PAPI(P4R)-GA 4.0° TCH 40'. Trees.

Notification Service (ADCUS) available. WEATHER DATA SOURCES: AWOS-3 135.075 (360) 577-1964.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.25 (SEATTLE RADIO)

RCO 122.55 (SEATTLE RADIO) (R) SEATTLE CENTER APP/DEP CON 124.2

N46°09.33′ W122°54.76′

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87'

W122°35.49' 309° 25.7 NM to fld. 253/21E.

KELSO NDB (MHW) 256 LS0

N46°09.33' W122°54.76' 148° 2.3 NM to fld. NOTAM FILE KLS. NDB unusable 020°-120°, 120°-180° byd 15 NM, 180°-340° bvd 10 NM. KENMORE AIR HARBOR SPB (See SEATTLE) KENMORE AIR HARBOR INC SPB (S6Ø) 1 S UTC-8(-7DT) N47°45.29' W122°15.56'

FUEL 100LL, JET A LRA NOTAM FILE SEA

WATERWAY 16-34: 10000X1000 (WATER)

WATERWAY 18-36: 3000X1000 (WATER)

SEAPLANE REMARKS: Attended dawn-dusk. Unlighted crane 75' AGL and pilings 6' above water Waterway 18 8 buoys mark 5 miles per hour speed limit area. Landing zone-unlgtd; seaplanes exempt from 5 miles per hour speed

FUEL 100LL, JET A

S-26

3 NW

limit. Surface watercraft entering operating area from within channel E of waterway 16-34. Flight Notification Service (ADCUS) available. COMMUNICATIONS: CTAF/UNICOM 122.7

NOTAM FILE SEA

UTC-8(-7DT) N46°13.12′ W119°12.60′

TPA-1334 (800)

RWY 20: PAPI(P2L), Pole.

MIRL

## KENNEWICK

### VISTA FLD

### RWY 02-20: H4008X150 (ASPH) RWY 02: PAPI(P2L), P-line. AIRPORT REMARKS: Attended Mon-Fri 1600-0200Z‡. Use Rwy 02 when

S4

Parachute Jumping. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PSC.

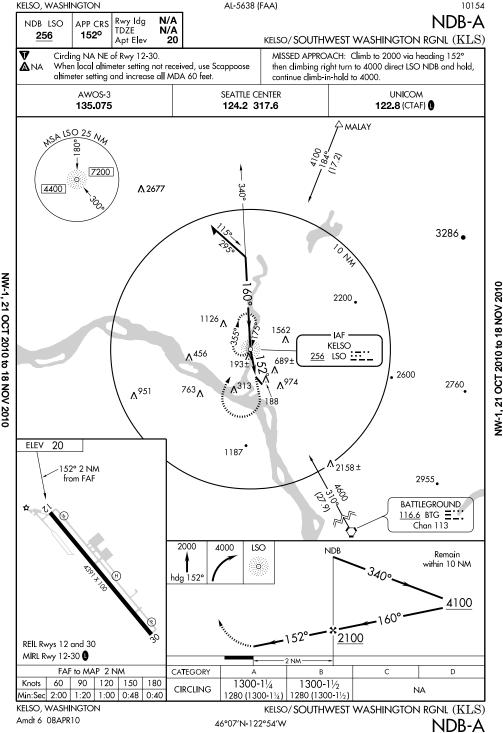
PASCO (L) VORW/DME 108.4 PSC

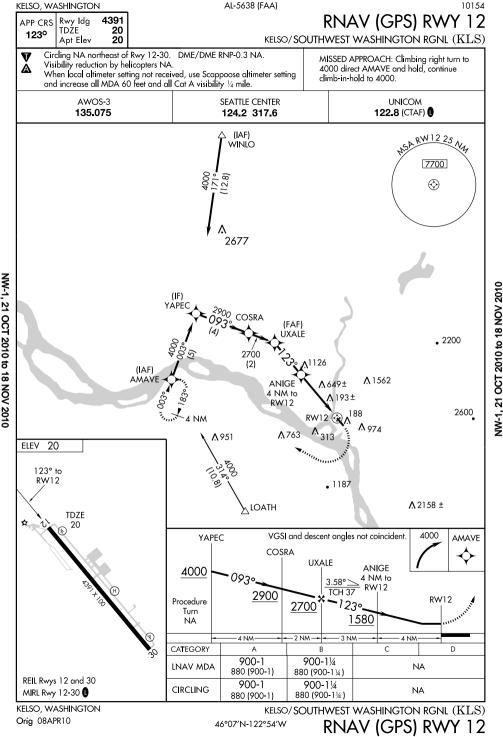
Chan 21 W119°06.94' 216° 4.8 NM to fld. 400/20E.

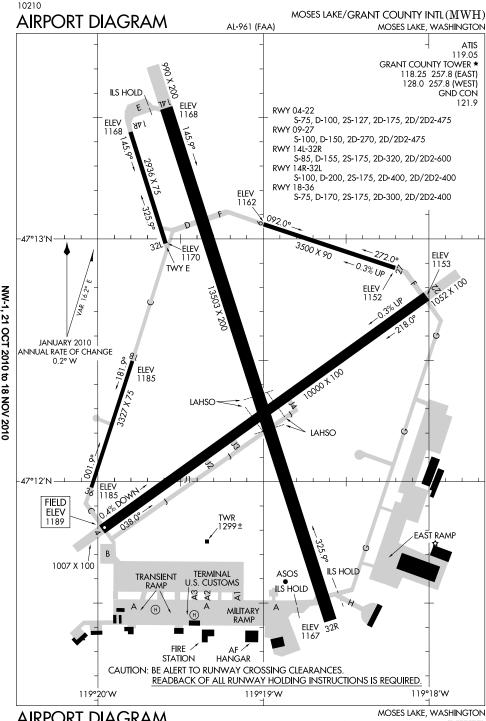
wind 5 knots or less. ACTIVATE MIRL Rwy 02-20-CTAF.

N46°15.78'

Justice Cent







## AIRPORT DIAGRAM

NOTAM FILE MWH H-1C. L-13A

SEATTLE

IAP. AD

SEATTLE

SEATTLE

L-1D

### WASHINGTON

S-85, D-155, 2S-175, 2D-320, 2D/2D2-600

FUEL 100, 100LL, JET A1 OX 1 ARFF Index—See Remarks

MOSES LAKE GRANT CO INTL (MWH) 5 NW UTC-8(-7DT) N47°12.52′ W119°19.15′

RWY 14L-32R: H13503X200 (ASPH-CONC-GRVD) HIRL (NSTD) RWY 14L: REIL. VASI(V6L)-GA 3.0° TCH 52'. Bldg.

S4

RWY 32R: MALSR. PAPI(P4L)-GA 3.0° TCH 75'. Rgt tfc. RWY 04-22: H10000X100 (ASPH-CONC-GRVD) S-75, D-100, 2S-127, 2D-175, 2D/2D2-475 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 50'. 0.4% down. RWY 22: REIL, VASI(V4L)—GA 3.0° TCH 50', Rgt, tfc. 0.3% up

RWY 09-27: H3500X90 (CONC-GRVD) S-100, D-150, 2S-270, 2D/2D2-475 RWY LGTS (NSTD) 0.3% up NW RWY 27: Rgt tfc. RWY 18-36: H3327X75 (ASPH) S-75, D-170, 2S-175, 2D-300,

2D/2D2-400 MIRL RWY 18: Rgt tfc. RWY 14R-32L: H2936X75 (CONC) S-100, D-200, 2S-175,

2D-400, 2D/2D2-400 RWY 14R: Ground. Rgt tfc. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY N4 14L-32R 4700

RWY 14L 04-22 7550 RWY 22 14L-32R 4650 RWY 32R 04-22 5050

AIRPORT REMARKS: Attended continuously. Rwy 09-27 CLOSED except military ops. Rwy 14R-32L is CLOSED to all night ops except taxiing. Rwy 14L-32R is CLOSED nights 0600-1400Z‡ except for special military night training

operations. Flocks of large birds in vicinity of arpt. Class I, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats 0600-1400Z‡ or for additional ARFF index level svc call arpt manager 509-762-5363/5304. Rwy 09-27 used as assault strip by C-17 acft. Rwy 09-27 and Twy F not visible from

Rwy distance markers Rwy 14L-32R and Rwy 04-22. Rwy 14L-32R first 10,000' apch end of Rwy 32R grvd 150' wide. Twy G unlighted. Extensive heavy military jet acft night training 1900 PM-0300 AM local daily. Announce landing intentions on CTAF after twr closed. Heavy jet training surface to 5000' within 25 miles of

arpt, possible wake turbulence from larger acft using Rwy 14L-32R. Rwy 14L-32R NSTD HIRL located 50' from rwy edge markings. ACTIVATE MALSR Rwy 32R—CTAF. WEATHER DATA SOURCES: ASOS (509) 762-5082. LAWRS. COMMUNICATIONS: CTAF 118.25 ATIS 119.05

MOSES LAKE RCO 122.4 (SEATTLE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MWH. MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97

PELLY NDB (MHW/LOM) 408

closed.

ILS 109.5 Rwy 32R. MOSES LAKE MUNI (W2Ø) 2 NE S4 FUEL 100LL NOTAM FILE SEA

the twr. Rwy 18-36 available as air carrier twy movement area only. Rwy 09-27 military landing zone lights only.

UNICOM 122.95 R APP/DEP CON 126.4 134.35 (1400-0600Z‡) SEATTLE CENTER APP/DEP CON 126.1 (0600-1400Z‡) TOWER 128.0 (WEST) 118.25 (EAST) (1400-0600Z‡) **GND CON 121.9** AIRSPACE: CLASS D svc 1400-0600Z± other times CLASS E.

N47°12.65′ W119°19.01′ at fld. 1194/18E. MW N47°06.94' W119°16.47' 324° 5.9 NM to fld. Unmonitored when tower Class IE LOM PELLY NDB. Unmonitored when tower closed.

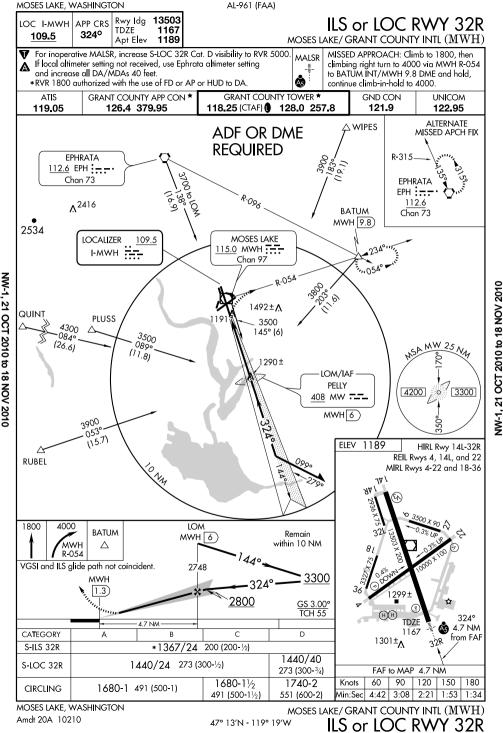
UTC-8(-7DT) N47°08.52' W119°14.27'

initial use of airport. COMMUNICATIONS: CTAF/UNICOM 123.0

RWY 16-34: H2513X50 (ASPH) S-8 RWY 16: PAPI (P2L)-GA 3.0°ThId dsplcd 466'. Tree. RWY 34: PAPI(P2L)—GA 3.0°. Thid dsplcd 253'. Rgt AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl only Mon-Fri 1600-0100Z‡. Extensive agriculture opr in progress. Bird hazard. Ultralight opr requested to obtain airport safety briefing from airport management prior to MT CONSTITUTION N48°40.79' W122°50.48'

MT VERNON (See BURLINGTON/MT VERNON)

RCO 122.3 (SEATTLE RADIO)



### LAND AND HOLD SHORT OPERATIONS (LAHSO)

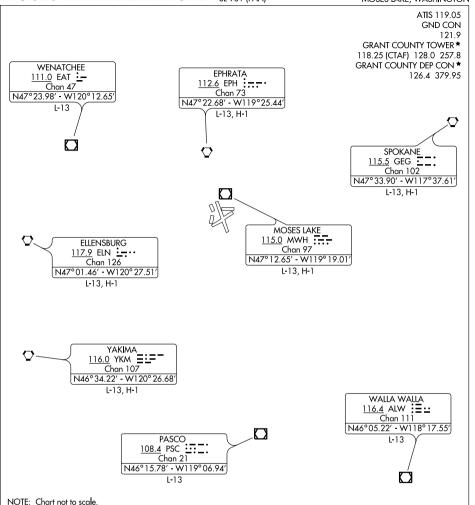
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

21 OCT 2010 to 18 NOV 2010



V

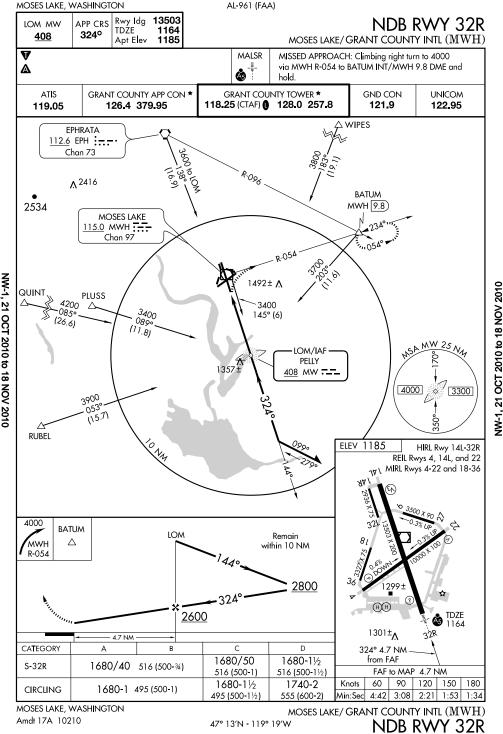
ALL RUNWAYS: Fly runway heading, or ATC assigned heading, for vector to

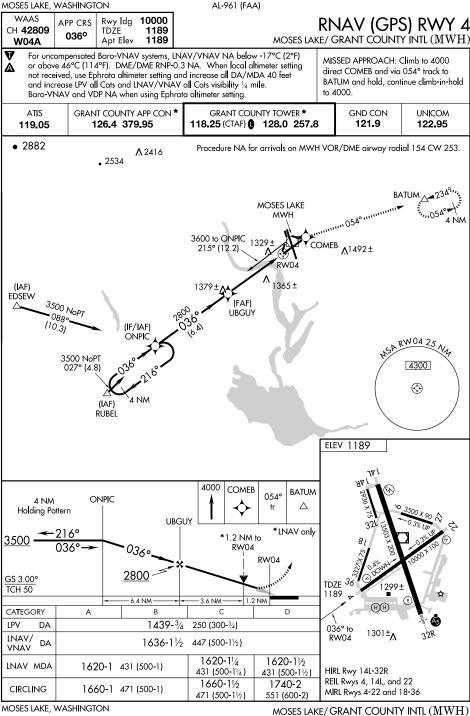
DEPARTURE ROUTE DESCRIPTION

assigned route/fix. Maintain 5000' or ATC assigned altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for 1 minute after departure, maintain runway heading, or ATC assigned heading to 6000', then climbing right turn to filed altitude, direct MWH VOR/DME, then via assigned fix/route.

# MOSES THREE DEPARTURE



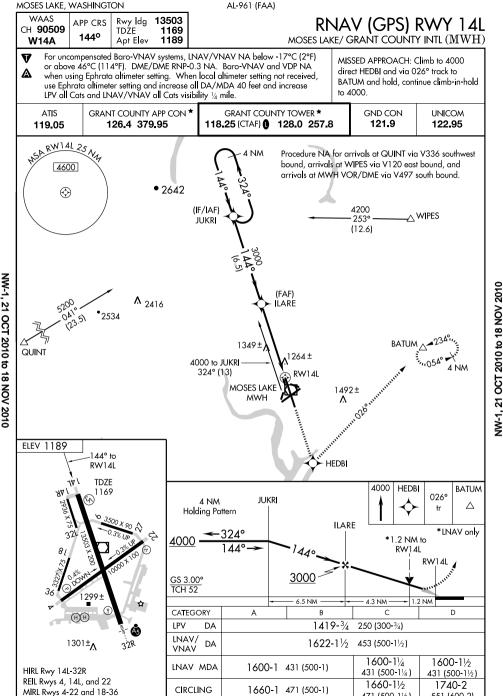


Orig 10210

NW-1, 21 OCT 2010 to 18 NOV 2010

47° 13′N - 119° 19′W

RNAV (GPS) RWY 4



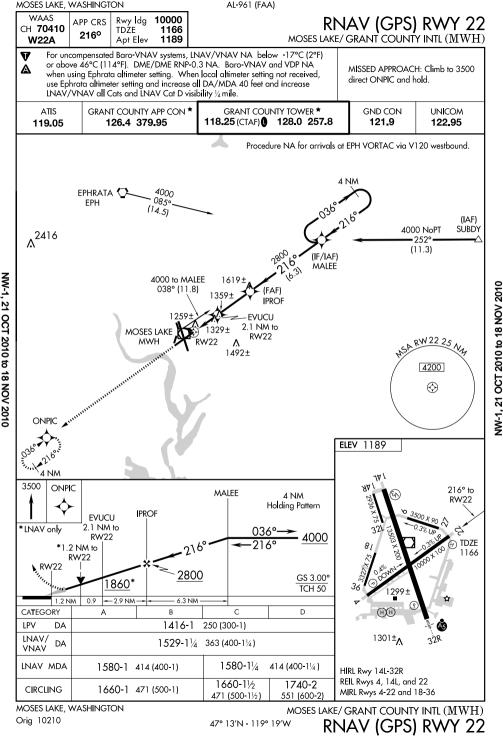
MOSES LAKE, WASHINGTON Orig 10210

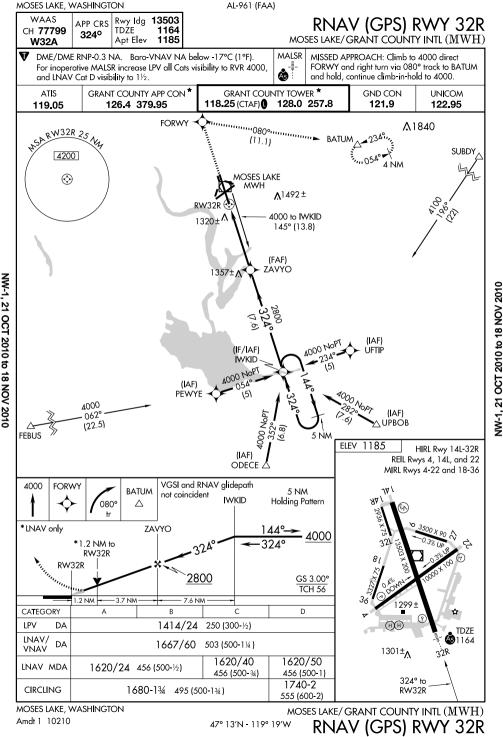
MOSES LAKE/ GRANT COUNTY INTL (MWH)

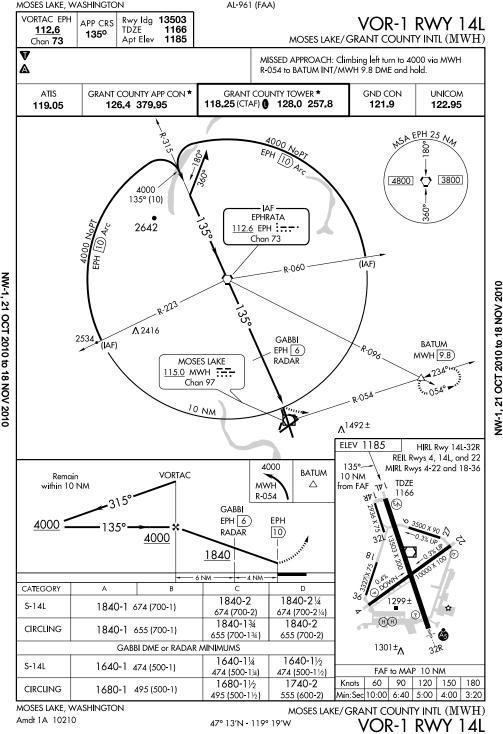
47° 13'N - 119° 19'W

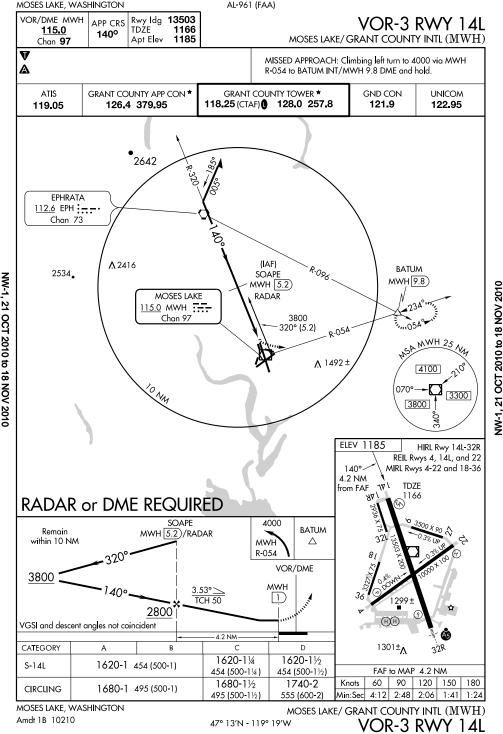
551 (600-2)

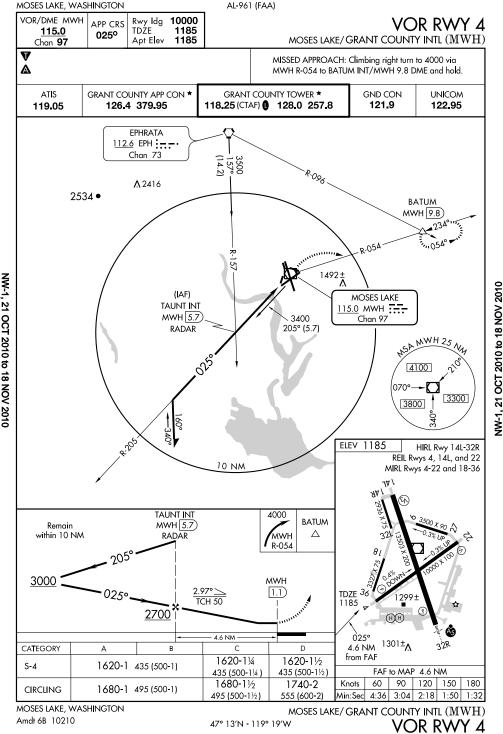
471 (500-11/2)

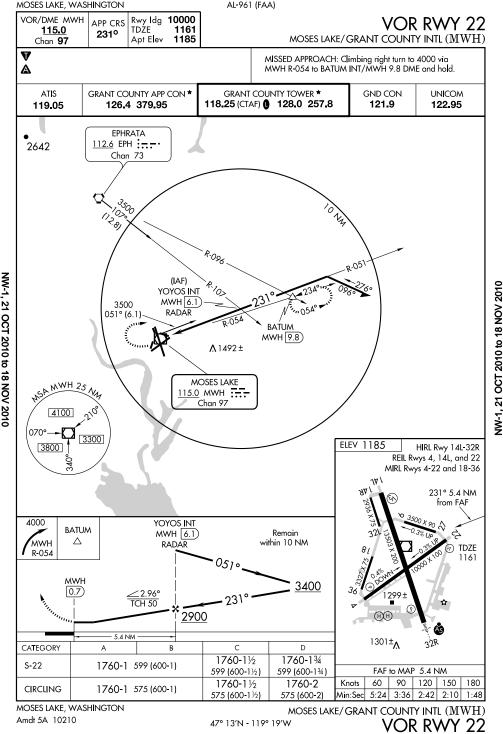


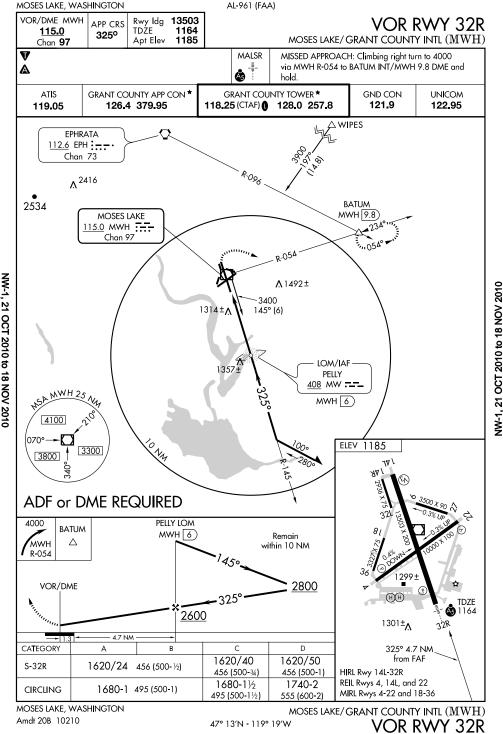


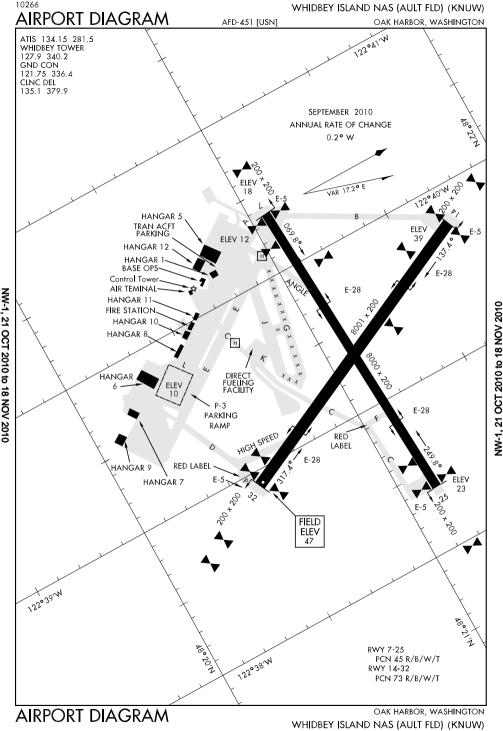












192 WASHINGTON

WHIDBEY ISLAND NAS (AULT FLD)

RWY 14: ALSF1. OLS. TDZL. REIL.

RWY 07-25: H8000X200 (CONC)

N48°21.11' W122°39.36'

(NUW) (KNUW)

PCN 45 R/B/W/T

3 N

RWY 32: ALSF1. OLS. TDZL. REIL.

HIRL

times, accidental engagement in the wrong direction will result in acft damage and may result in injury or loss of life. Bird hazard, See FLIP AP/1 Supplementary Arpt Remark. IFC PAT TPA—Overhead initial 3000(2953), overhead break 1500(1453) day, 1700(1653) night, pattern alt 1000(953) day, 1200(1153) night, Reduced rwy separation standard in effect USN/USMC acft. UHF equipped acft use UHF twr frequency. CSTMS/AG/IMG Avbl only for Whidbey based military acft from Canada, 48 hr prior notice, ctc OPS Duty Officer DSN 820-2681/2682. C360-257-2681/2682, Base OPS DSN 820-2884/2885, C360-257-2884-2885, MISC Precision Approach

UTC - 8(-7DT)

SEATTLE H-1B. L-1E DIAP. AD

SEATTLE

OIL 0-156 SOAP

TPA—See Remarks NOTAM FILE NUW Not insp. RWY 14-32: H8001X200 (CONC) PCN 73 R/B/W/T CL

RWY 07: OLS. REIL. RWY 25: ALSF1. REIL. OLS. ARRESTING GFAR/SYSTEM **RWY 14** ← HOOK E5 (15' OVRN) HOOK E28(B) (1420')

**RWY 07** ← HOOK E5 (15' OVRN) HOOK E28(B) (2425')

HEAVY WEIGHT (DRY), 32-595 HEAVY WEIGHT (DRY).

MILITARY SERVICE: A-GEAR E5 RATINGS-07-355 HEAVY WEIGHT (DRY), 25-335 HEAVY WEIGHT (DRY), 14-620 JASU 1(NC-8A/A1) 1(NC-10C) 1(GTC-85/GTE-85)

1(NCPP-105/RCPT-105) FUEL J8. J5

TRAN ALERT Transient crews must be ready to provide technical direction/assistance in svc/maintenance. Ltd

FLUID SP PRESEAIR De-ice LHOX LOX

1400-0200Z±, as rgr other times. Rescue/Medevac ctc Air Terminal Supervisor, 1430-0100Z‡ at DSN 820-2604/6707, C360-257-2604/6707. Prior coordination/flt advisory rgr for AMC/JOSAC/NALO missions. CAUTION All E5 overrun A-Gear rigged at all

svc/maintenance avbl Mon-Fri 1500-2300Z‡, no maintenance Sat, Sun and holidays. Air terminal opr MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for all acft except Search and

HOOK E28(B) (1926') HOOK E5 (14' OVRN →) RWY 32 HOOK E28(B) (1930') HOOK E5 (15' OVRN →) RWY 25

COMMUNICATIONS: ATIS 134.15 281.5 (R) APP/DEP CON 118.2 285.65 (West) 120.7 270.8 (East) TOWER 127.9 340.2 GND CON 121.75 336.4 CLNC DEL 124.15 135.1 379.9 PRE TAXI CLNC 124.15 135.1 380.0 PMSV METRO 343.4 **BASE OPS** 350.1 AIRSPACE: CLASS C svc ctc APP CON.

and Landing Systems Data Link frequency 313.3, TRN-28 Chan 18.

RADIO AIDS TO NAVIGATION: NOTAM FILE NUW. (H) TACAN NUW (113.8) Chan 85 N48°21.30′ W122°39.71′

byd 30 NM blo 4,000'.

ILS 110.1 I-NUW Rwv 14. Unusable byd 3° W of course and byd 5° E of course due to lack of defined glide path and clearance above path. GS unusable byd 5° left and 3° right of course.

COMM/NAV/WEATHER REMARKS: VFR advisory syc ctc APP CON. Pre-taxi clnc 135.1 used for pre taxi clnc at NUW.

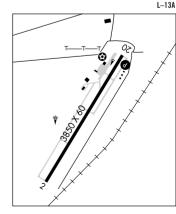
124.15 on gnd clnc del at CLM—Port Angeles. Radar see Terminal FLIP for Radar Minima.

WILBUR (2S8)2 SW UTC-8(-7DT)N47°45.20′ W118°44.64′ FUEL 100LL, JET A NOTAM FILE SEA

MIRI

RWY 02-20: H3850X60 (ASPH) S-155 RWY 20: REIL. PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z±, ACTIVATE MIRL Rwy 02-20 and REIL Rwy 02 and Rwy 20 and PAPI Rwy 20 and

rotating bcn-CTAF. **COMMUNICATIONS: CTAF 122.9** RADIO AIDS TO NAVIGATION: NOTAM FILE EPH. EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68'



at fld. 51/18E. TACAN unusable 133°-163°

W119°25.44' 030° 35.7 NM to fld. 1250/21E.

753

S-7

CIRCLING

Amdt 1 10210

460-11/4

800-21/4

(500-11/4)

(800-21/4)

460-11/2

860-23/

(900-2%)

435

(500-11/2)

1120-3

(1100-3)

1073

NW-1, 21 OCT 2010 to 18 NOV 2010

WHIDBEY ISLAND NAS (AULT FLD)

REIL Rwy 7-25, 14-32 TDZ/CL Rwy 14-32 HIRL Rwy 7-25, 14-32

560-1

(800-21/4)

800-21/4

521

(600-1)

813

860-23/

(900-234)

WHIDBEY ISLAND NAS (AULT FLD)

REIL Rwy 7-25, 14-32 TDZ/CL Rwy 14-32 HIRL Rwy 7-25, 14-32

(600-11/4)

(1100-3)

1120-3

WW-1, 21 OCT 2010 to 18 NOV 2010

S-14 \*

CIRCLING

21 OCT 2010 to 18 NOV 2010

**⊸**1.3 NM ►

733

840

3 NM

C

760-11/2

800-21/4

(800-11/2)

(800-21/4)

D

760-13/4

860-23/

733

(800-134)

(900-2%)

WHIDBEY ISLAND NAS (AULT FLD)

REIL Rwy 7-25, 14-32 TDZ/CL Rwy 14-32 HIRL Rwy 7-25, 14-32

E

760-2

1120-3

(800-2)

(1100-3)

733

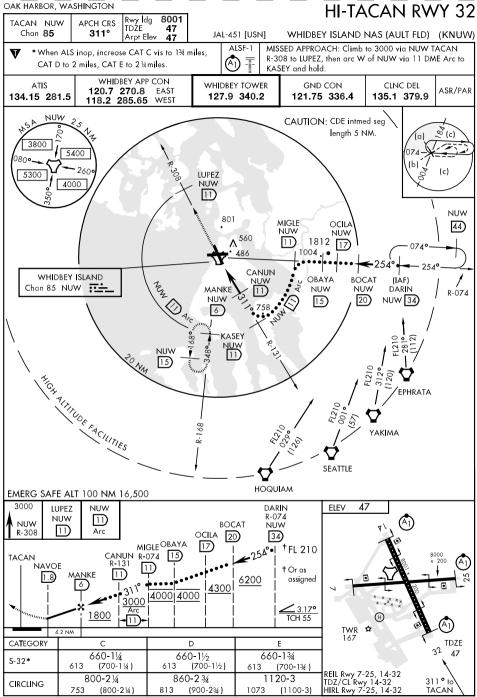
CATEGORY

CIRCLING

S-25\*

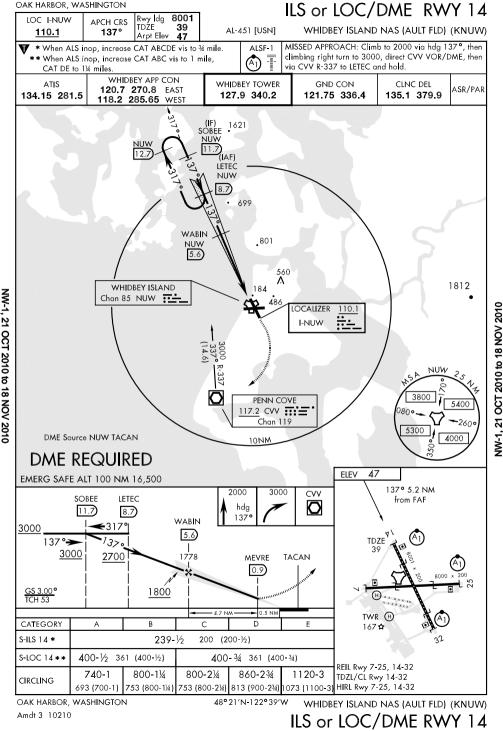
NW-1, 21 OCT 2010 to 18 NOV 2010

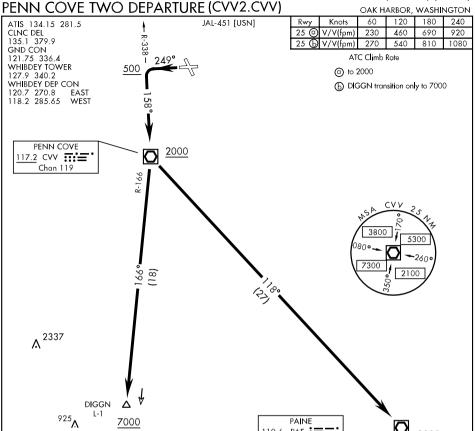
32



WHIDBEY ISLAND NAS (AULT FLD)

NW-1.







NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

PAINE

Chan 43 L-1, H-1

110.6 PAE :=

CVV VOR/DME R-338 to CVV. Cross CVV at or above 2000 feet. Thence....

TAKE-OFF RWY 25: Climb to 500 feet on heading 249°. Then climbing left turn to intercept

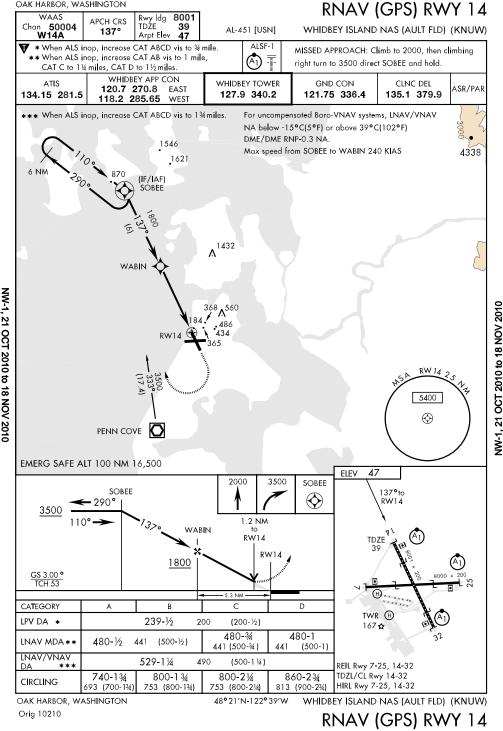
....Via assigned transition or fly heading 158° and expect vectors to join assigned route.

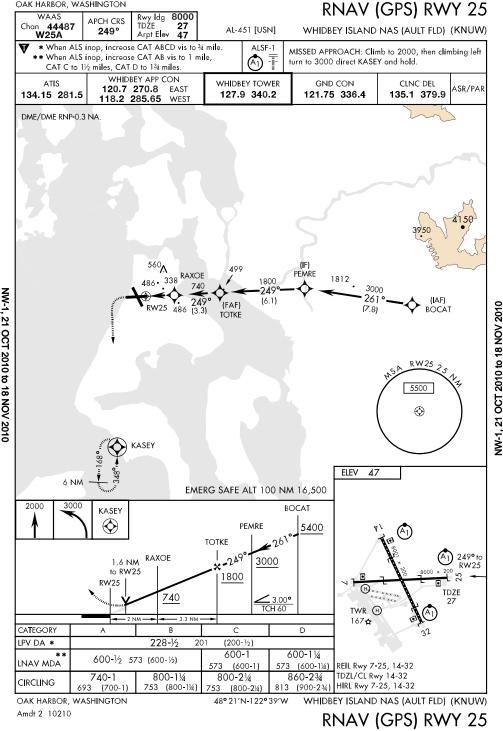
DIGGN TRANSITION (CVV2.DIGGN): Via CVV R-166 to DIGGN, cross DIGGN at or above 7000 feet.

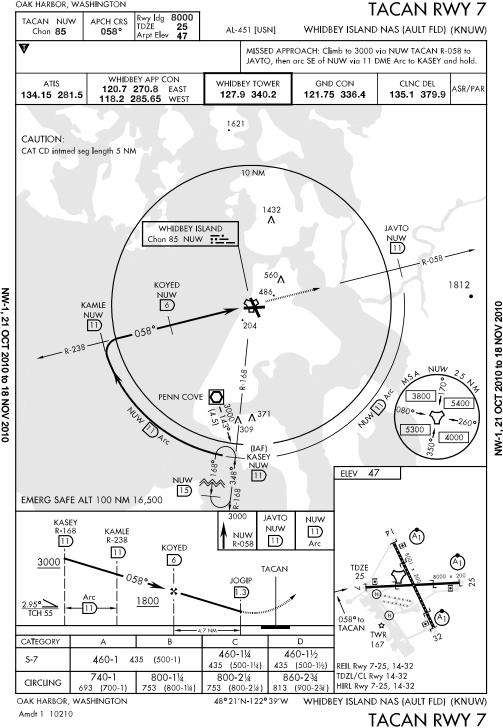
PAINE TRANSITION (CVV2.PAE): Via CVV R-118 to PAE VOR/DME. Cross PAE VOR/DME at or above 3000 feet.

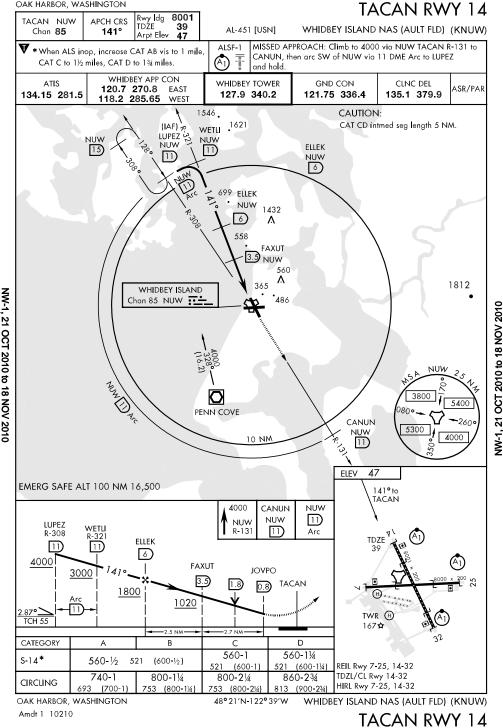
7000

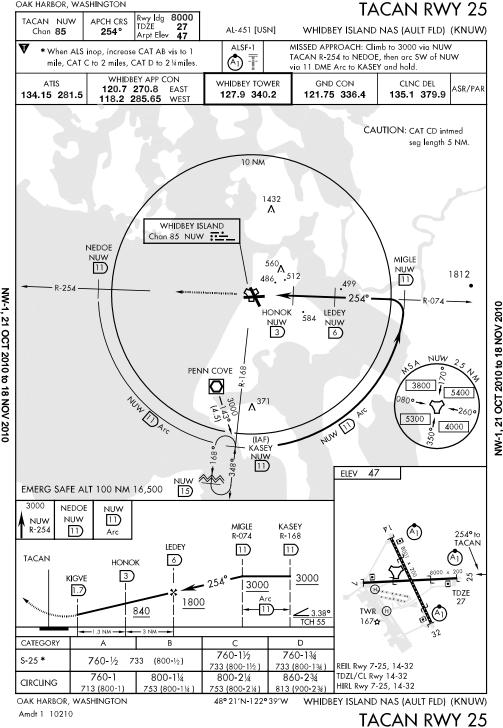
3000

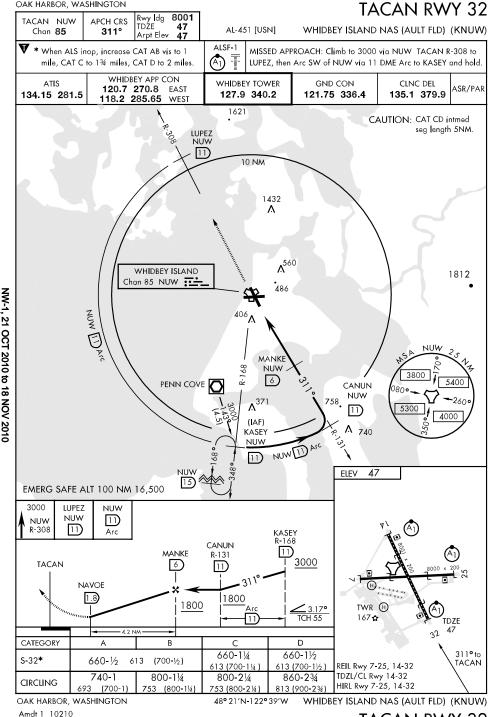












TACAN RWY 32

WASHINGTON 166 NOLLA N47°37.95′ W122°23.37′. NOTAM FILE BFI. NDB (LOM) 362 BF 130° 7.1 NM to Boeing Fld/King Co Intl.

RWY 07: PAPI(P2L)-GA 4.5°. Thid dsplcd 507'. Fence. Rgt tfc.

AIRPORT REMARKS: Unattended, Rwy 07-25 NSTD LIRL only W 2620' rwy lgtd. Rwy 07-25 severely cracked, spalling in some areas. PPR for Ultralights and Gliders ctc arpt manager phone

OAK HARBOR AJ EISENBERG 193 B S2 FUEL 100LL, MOGAS NOTAM FILE 76S

> 360-929-6802 or 1-866-429-2132, ACTIVATE NSTD LIRL Rwy 07-25-CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.

RWY 07-25: H3265X25 (ASPH) S-5

RWY 25: PAPI(P2L)-GA 4.5°. Trees.

WEATHER DATA SOURCES AWOS-3 132,775 (360) 675-8431 COMMUNICATIONS: CTAF/UNICOM 122.8 ATIS 134.15 (Thru Whidbey Island NAS/Ault Fld)

(R) WHIDBEY APP/DEP CON 118.2 RADIO AIDS TO NAVIGATION: NOTAM FILE SEA. CVV PENN COVE (L) VORW/DME 117.2 Chan 119 W122°43.47' 060° 2.1 NM to fld. 200/19E.

RCO 122.4 (SEATTLE RADIO)

RWY 15-33 H3100X50 (ASPH)

**COMMUNICATIONS: CTAF 122.9** RCO 122.4 (SEATTLE RADIO)

NOTAM FILE SEA

RWY 15: PAPI(P2L)-GA 3.0° TCH 40'.

OCEAN SHORES MUNI

HIWAS. ODESSA MUNI

OCEAN SHORES N47°00 49' W124°09 33'

(OKH) 3 SW UTC-8(-7DT) N48°15.09′ W122°40.42′

LIRL (NSTD)

MIRL

RWY 33: PAPI(P2L)-GA 3.0° TCH 40'. Trees. Rgt tfc.

15-33 and PAPI Rwy 15 and Rwy 33-122.8.

S-12.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HQM

HOQWAM (H) VORTACW 117.7

S-5

MIRL RWY 20: PAPI(P2L), Brush.

N47°22.68'

AIRPORT REMARKS: Unattended. Seabirds in safety and taxi areas and adjacent wetland. Rwy 15-33 has asph 50'

(WØ4) 2 NE UTC-8(-7DT) N46°59.95' W124°08.54'

**SFATTLE** 

SEATTLE

L-1E

L-1D

L-1D

**SFATTLE** 

IAP

L-1D

0 3265 X 25

ପ ପପ ପ ଫ ଫ ଫ ଫ SEATTLE

wide with 12.5' grvl shoulders. Parking ramp loose gravel on surface. MIRL OTS indef. ACTIVATE MIRL Rwy Chan 124 N46°56.82′ W124°08.96′ 346° 3.1 NM to fld. 10/19E. 1 N UTC-8(-7DT) N47°20.85' W118°40.63' SEATTLE

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and rotating bcn-122.8. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

Chan 73

EPHRATA (H) VORTACW 112.6 EPH W119°25.44′ 072° 30.5 NM to fld. 1250/21E.

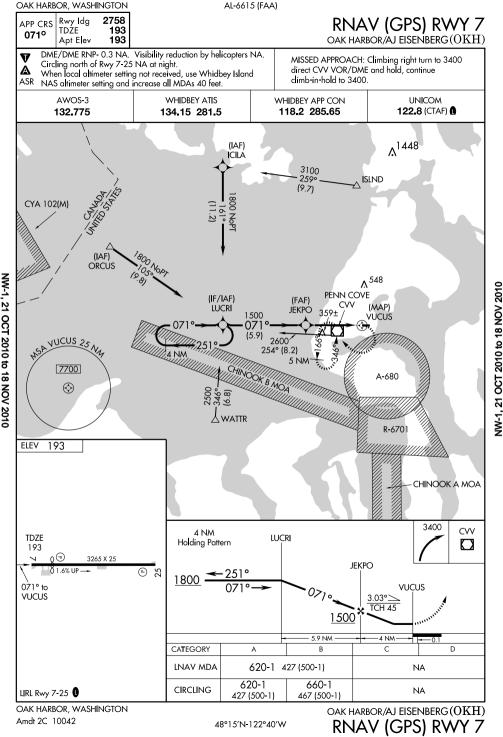
(43D)

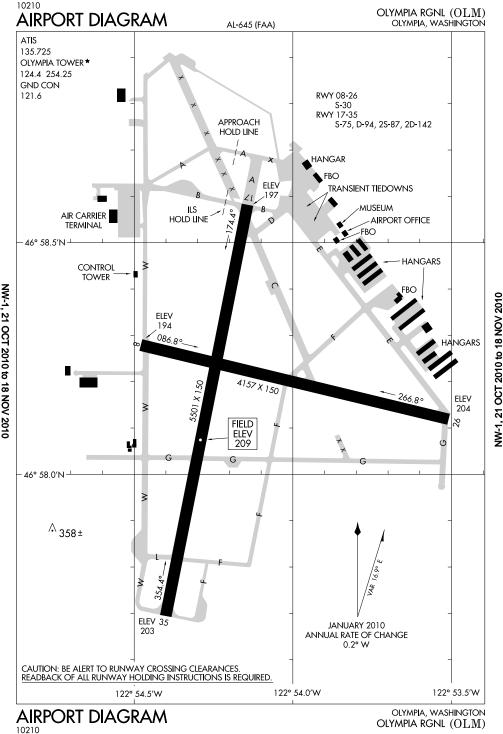
RWY 02-20: H3125X60 (ASPH)

RWY 02: PAPI(P2L).

B NOTAM FILE SEA

L-13A





WASHINGTON 167

SFATTLE

L-13A

### OKANOGAN LEGION (S35) 1 E UTC-8(-7DT) N48°21.72′ W119°34.05′

FUEL 100LL NOTAM FILE SEA

S-6

AIRPORT REMARKS: Unattended. Fuel by request, call 509-429-2597, 206-915-4433, 509-422-3071, 509-322-4710, ACTIVATE

MIRL

## W117°37.61' 281° 91.7 NM to fld. 2756/21E. HIWAS.

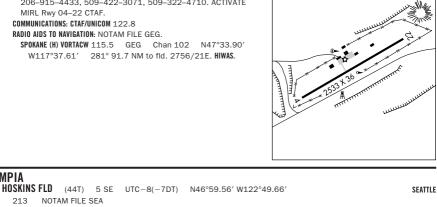
RWY 04-22: H2533X36 (ASPH)

MIRL Rwy 04-22 CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

1042 B S2

RWY 22: Rgt tfc.

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'



# OLYMPIA

RWY 07-25: 2015X116 (TURF) RWY 07: Trees. RWY 25: Trees.

COMMUNICATIONS: CTAF 122.9

OLM.

AIRPORT REMARKS: Unattended. No helicopters. No ultralights. Noise abatement procedures in effect; call arpt manager 360-491-6723. Geese and ducks on and invof arpt. Mole hills west end. Recommend land Rwy 07, depart 25 when wind condition permits. Rwy 07-25 no line of sight between rwy ends.

NOTAM FILE SEA

OLYMPIA RGNL (OLM) 4 S UTC-8(-7DT) N46°58.16′ W122°54.15′ B S4 FUEL 80, 100, 100LL, JET A OX 1, 3, 4 LRA NOTAM FILE OLM RWY 17-35: H5501X150 (ASPH-GRVD) S-75, D-94, 2S-87, 2D-142

RWY 17: MALSR, PAPI(P4L)-GA 3.0° TCH 54'. RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 54'. Rgt tfc. RWY 08-26: H4157X150 (ASPH) S-30

RWY 08: Rgt tfc. RWY 26: Tree.

AIRPORT REMARKS: Attended 1600-0200Z‡. Twy Igts on Twy W, Twy A, Twy G, Twy L and Twy B. When twr clsd ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17 and Rwy 35, REIL Rwy 35, twy lgts

and directional signage-CTAF. Landing fee.

COMMUNICATIONS: CTAF 124.4 ATIS 135.725 UNICOM 122.95 (R) SEATTLE APP/DEP CON 121.1 TOWER 124.4 (1600-0400Z±) **GND CON 121.6** 

AIRSPACE: CLASS D svc 1600-0400Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE OLM. (H) VORTACW 113.4 OLM Chan 81 N46°58 30'

W122°54.11' at fld. 200/19E. HIWAS. DME unusable:

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

258°-283° bvd 30 NM blo 4.100' 358°-043° byd 10 NM blo 6,000'

223°-258° bvd 20 NM blo 4.100'

358°-043° bvd 20 NM blo 7.000' ILS 111.9 I-OLM Rwy 17. Unmonitored during hours twr closed. LOC unusable byd 25° right of

SEATTLE H-1B. L-1D IAP. AD G<sup>G</sup> ß WEATHER DATA SOURCES: ASOS 135.725 (360) 943-1278. HIWAS 113.4 **(3** 

course

AL-645 (FAA)

## 10042 ILS or LOC RWY 17

OLYMPIA RGNL (OLM)

NW-1, 21 OCT 2010 to 18 NOV 2010

DME or RADAR required. When local altimeter setting not received, MISSED APPROACH: Climb to 1400, then MALSR use Sanderson Field altimeter setting and increase all DA 53 feet and all MDA 60 feet, and increase circling Cats C and D visibility ½ mile. continue climb to 5500 via OLM VORTAC R-176 to CETRA INT/OLM VORTAC 15 DME å For inoperative MALSR, when using Sanderson Field altimeter setting, and hold, continue climb-in-hold to 5500. increase S-ILS 17 all Cats visibility to 1 mile. SEATTLE APP CON ATIS OLYMPIA TOWER \* UNICOM **GND CON** 135,725 121.1 290.9 124.4 (CTAF) 0 254.25 121.6 122.95 (IAF) HOOME Procedure NA for arrivals at HOOME via V27 northeast bound OLM 25 Ny 2900 NoPT 172° (7.7) OHM 4500 5400 (IF) 020 **BOSTO** OLM 12.9 DADME OLM 6.9 Λ 1764 R-230 RADAR **OLYMPIA** 113.4 OLM .\_\_. (IAF) HABOR OM/INT 820. 614± OLM [5.1)/ 2356 \_ MISSED APCH FIX 654<u>^</u> RADAR 351± 8 2952±∧ LOCALIZER 111.9 117.7 HQA 3300 to HABOR I-OLM :---Chan 124 351° (5.1) Ŕ-6703C R-086. CETRA **ELEV** 209 172° 6.6 NM OLM [15] from FAF ^ 246 ± **TDZE** 359 **☆** 207 5500 1400 HABOR OM/INT CETRA OLM 5.1)/RADAR Remain Δ within 10 NM 3300 284 OLM R-176 DADME 3520 OLM 6.9)/RADAR OLM œ 2900 0.3 2400 1787 GS 3.00° 2400 TCH 53 4.8 NM -- 1.8 NM --CATEGORY Α В D REIL Rwy 35 0 331± 35 **Λ** S-ILS 17 414-1/2 207 (300-1/2) HIRL Rwy 17-35 ( 640-3/4 640-1 640-1/2 433 (500-1/2) S-LOC 17 FAF to MAP 6.6 NM 433 (500-34) 433 (500-1) Knots 60 90 120 150 180 860-2 820-134 CIRCLING 720-1 511 (600-1)

46°58'N-122°54'W

6:36 OLYMPIA, WASHINGTON

4:24 3:18 2:38

2:12

OLYMPIA RGNL (OLM)ILS or LOC RW

651 (700-2)

611 (700-134)

Min:Sec

OLYMPIA, WASHINGTON Orig-A 09127

NW-1, 21 OCT 2010 to 18 NOV 2010

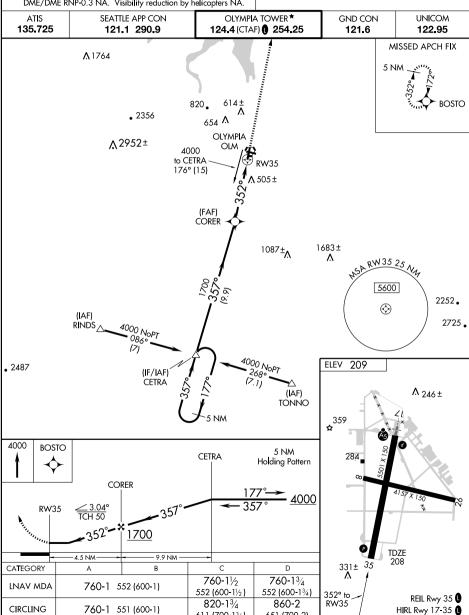
OLYMPIA RGNL (OLM)
P°54'W RNAV (GPS) RWY 17

RNAV (GPS) RWY 35 OLYMPIÅ RGNL  $(\mathrm{OLM})$ 

NW-1, 21 OCT 2010 to 18 NOV 2010

Apt Elev When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDAs 60 feet; increase visibility MISSED APPROACH: Climb to 4000 direct BOSTO LNAV Cats C/D 1/4 mile and circling Cat D 1/4 mile. and hold, continue climb-in-hold to 4000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

OLYMPIA TOWER \* **ATIS** SEATTLE APP CON GND CON UNICOM 124.4 (CTAF) ( 254.25 135,725 121.1 290.9 121.6 122.95



OLYMPIA, WASHINGTON

NW-1, 21 OCT 2010 to 18 NOV 2010

Orig-A 09127

OLYMPIA RGNL (OLM) RNAV (GPS) RWY 35

46°58'N-122°54'W

651 (700-2)

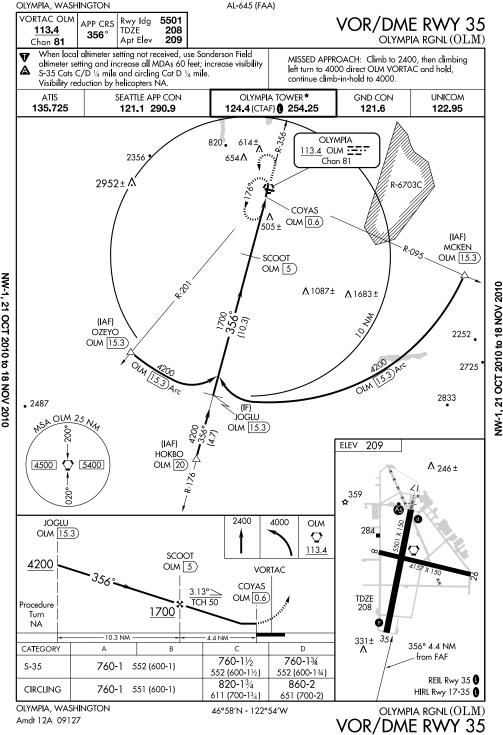
611 (700-13/4)

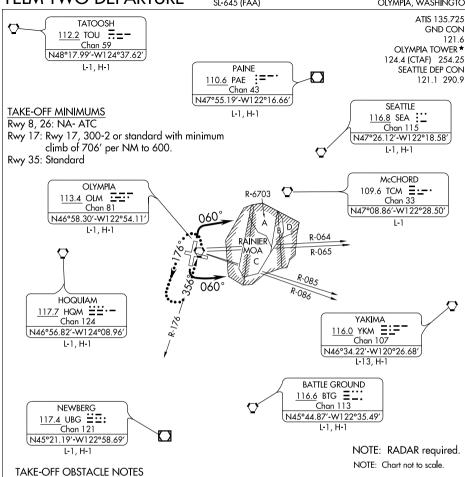
OLYMPIA, WASHINGTON AL-645 (FAA) VORTAC OLM N/A Rwy Idg VOR-A APP CRS 113.4 N/A TDŹE 171° Apt Elev OLYMPIA RGNL (OLM)209 Chan 81 V MISSED APPROACH: Climb to 1900 then climbing right When local altimeter setting not received, use Sanderson Field altimeter setting and increase all MDA 60 feet. turn to 4000 direct OLM VORTAC and hold, continue Δ DME or RADAR required. climb-in-hold to 4000. ATIS SEATTLE APP CON OLYMPIA TOWER\* GND CON **UNICOM** 135,725 121.1 290.9 124.4 (CTAF) 0 254.25 121.6 122,95 DME or RADAR REQUIRED **∧** 1764 (IAF) **HABOR** OLM [5.1] RADAR 820. 614± 2356 654 ^ 3000 351° (5.1) 2952± ∧ OLYMPIA 113.4 OLM .--: Chan 81 MSA OLM 25 Ny **ELEV** 209 171° 4.8 NM from FAF 4500 5400 246 ± 1087 ± A **∧** 1683 ± 359 **☆** 2252 1900 4000 OLM **HABOR** One Minute OLM [5.1]  $\Diamond$ Holding Pattern RADAR 113.4 **VORTAC** 2500 35 REIL Rwy 35 0 331± HIRL Rwy 17-35 ( 4.8 NM FAF to MAP 4.8 NM CATEGORY Α C D Knots 60 90 120 150 180 880-2 880-21/4 CIRCLING 880-1 671 (700-1) 2:24 1:55 1:36 Min:Sec 4:48 3:12 671 (700-2) 671 (700-21/4)

OLYMPIA, WASHINGTON Amdt 1A 09155

NW-1, 21 OCT 2010 to 18 NOV 2010

OLYMPIA RGNL (OLM)





RWY 17: Multiple trees beginning 1005' from DER, 24' left of centerline, up to 100' AGL/490' MSL.

Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. RWY 35: Multiple trees beginning 2176' from DER, 198 feet left of centerline up to 100' AGL/313' MSL.

Multiple trees and FLDLT on HGR beginning 657' from DER, 621' right of centerline, up to 100' AGL/ 315' MSL. DEPARTURE ROUTE DESCRIPTION

### V

NW-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF RUNWAY 17: Turn left. Thence....

TAKE-OFF RUNWAY 35: Turn right. Thence....

....Climb via heading 060°, maintain 2000. Expect radar vectors on course and filed altitude within five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 6 NM of OLM VORTAC, or 2 minutes after departure for non-DME aircraft, turn left direct OLM VORTAC, continue climb in OLM VORTAC holding pattern to cross OLM VORTAC at or above R-086 CW R-064 4000 feet; R-065 CW R-085 7300 feet, continue climb via assigned route.

## YELM TWO DEPARTURE

168 WASHINGTON

1305 S4 FIIFI 100LL IFT A NOTAM FILE OMK RWY 17-35: H4667X150 (ASPH) S-75, D-200, 2D-400 HIRI

RWY 17: REIL, VASI(V2L)-GA 3.0° TCH 43'. RWY 35: REIL. VASI(V2L)-GA 3.0° TCH 46'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z±, Fuel avbl 24 hrs-credit card. ACTIVATE HIRL Rwv 17-35-CTAF. WEATHER DATA SOURCES: ASOS 118,325 (509) 826-2655.

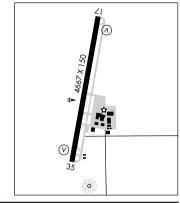
3 N UTC-8(-7DT) N48°27.87′ W119°31.08′

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.2 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG. SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 285° 93.4 NM to fld. 2756/21E. HIWAS. NDB (MHW) 219 OMK

N48°27.20′ W119°31.02′ NOTAM FILE OMK, Unusable bvd 15 NM.



SEATTLE

I-13A

ΙΔΡ

### OROVILLE

ORCAS ISLAND

OMAK

(OMK)

### DOROTHY SCOTT (ØS7) 2 NE UTC-8(-7DT) N48°57.54′ W119°24.72′

(See EAST SOUND)

1064 B S4 FUEL 100LL AOE NOTAM FILE SEA RWY 15-33: H4014X50 (ASPH) S-5

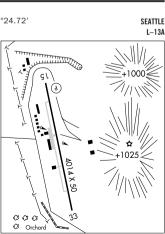
RWY 15: PAPI(P2L)-GA 3.0° TCH 45'. Rgt tfc. RWY 33: Road

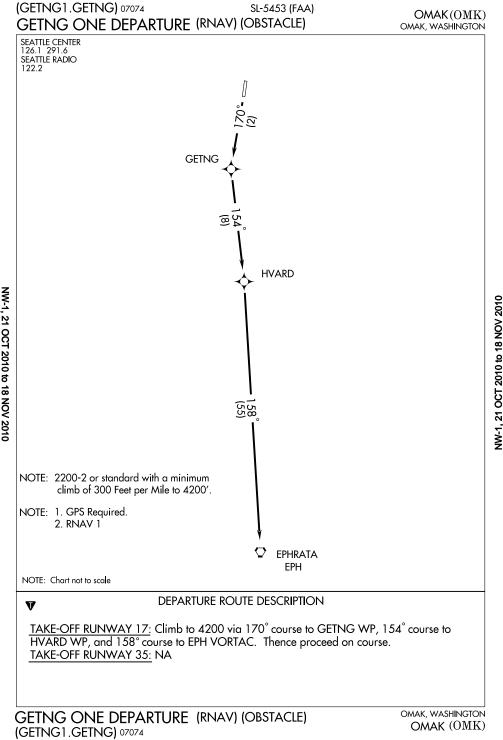
AIRPORT REMARKS: Attended dawn-dusk. Wildlife adjacent to rwy and twv. ACTIVATE MIRL Rwv 15-33-CTAF, Customs telephone

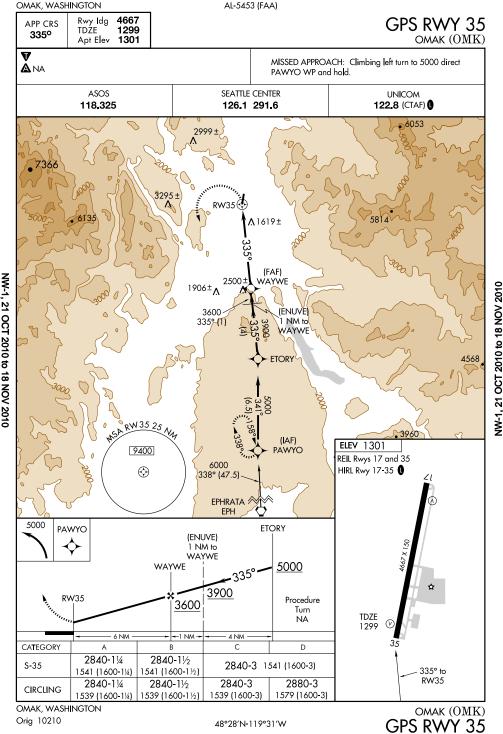
509-476-2955. Flight Notification Service (ADCUS) available. COMMUNICATIONS: CTAF 122.9

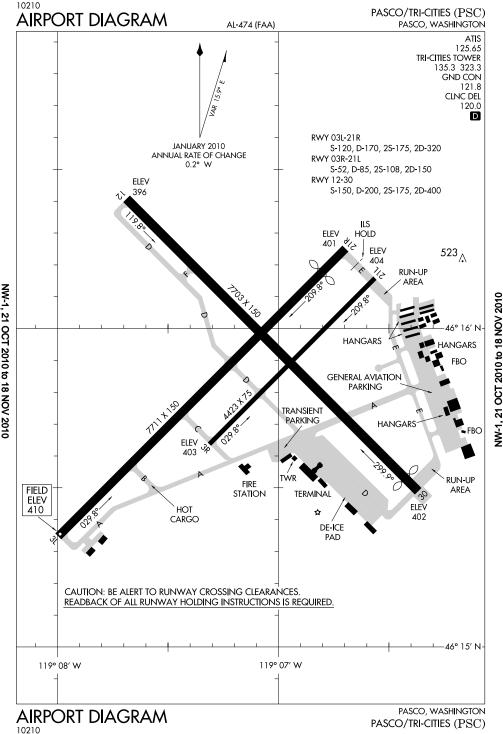
RADIO AIDS TO NAVIGATION: NOTAM FILE MWH.

MOSES LAKE (H) VORW/DME 115.0 MWH Chan 97 N47°12.65' W119°19.01' 340° 105.0 NM to fld. 1194/18E.









### WASHINGTON 170

### TRI-CITIES 2 NW UTC-8(-7DT) N46°15.88' W119°07.14' S4 FUEL 100LL, JET A1 + OX 2 NOTAM FILE PSC

**PASCO** 

RWY 03L-21R: H7711X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-320 HIRI RWY 03L: REIL PAPI(P4L)-GA 3.0° TCH 50'. Tree.

RWY 21R: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thid dsplcd 600'. Pole, Rgt tfc. RWY 12-30: H7703X150 (ASPH-GRVD) S-150, D-200, 2S-175,

2D-400 MIRL RWY 12: REIL, VASI(V4L)—GA 3.0° TCH 56'.

RWY 30: ODALS. PAPI(P4L)-GA 3.0° TCH 54'. Thid dspicd 200'. RWY 03R-21L: H4423X75 (ASPH) S-52, D-85, 2S-108, 2D-150

RWY 03R: Rgt tfc. RWY 21L: Pole. RUNWAY DECLARED DISTANCE INFORMATION RWY 03L: TORA-7711 TODA-7711 ASDA-7711 LDA-7711 RWY 03R: TORA-4423 TODA-4423 ASDA-4423 LDA-4423 RWY 12: TORA-7703 TODA-7703 ASDA-7503 LDA-7503

RWY 211: TORA-4423 TODA-4423 ASDA-4423 IDA-4423 RWY 21R: TORA-7711 TODA-7711 ASDA-7711 LDA-7111 RWY 30: TORA-7703 TODA-7703 ASDA-7703 LDA-7503

AIRPORT REMARKS: Attended 1600-0400Z±. After hrs fuel call 509-547-6271 or 509-545-5524. Call out fee. Fuel 24 hour credit card svc avbl. Waterfowl on and in vicinity of arpt spring and fall. PPR to unscheduled air carrier ops with more than 30 passenger seat call arpt manager 509-547-6352. TPA-1910(1500) turbine powered acft, all

30-CTAF. WEATHER DATA SOURCES: ASOS (509) 547-7379. LAWRS. SAWRS. COMMUNICATIONS: CTAF 135.3 ATIS 125.65 UNICOM 122.95 JUMP-OFF-JOE RCO 122.4 (SEATTLE RADIO)

(R) CHINOOK APP/DEP CON 128.75 N and W 133.15 S and E (1400-0600Z‡).

Class IE.

(R) SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z±). TOWER 135.3 (1400-0600Z±) GND CON 121.8 **CLNC DEL 120.0** 

AIRSPACE: CLASS D svc 1400-0600Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE PSC. PASCO (L) VORW/DME 108.4 PSC Chan 21 N46°15.78′ W119°06.94′

DUNEZ NDB (LOM) 331 PS N46°20.29′ W119°00.75′

Rwy 21R.

PEARSON FLD (See VANCOUVER)

I-PSC

ILS 108.7

200/19E.

PIERCE CO-THUN

PELLY N47°06.94' W119°16.47'. NOTAM FILE MWH.

NDB (MHW/LOM) 408 MW 324° 5.9 NM to Grant Co. Intl. Unmonitored when tower closed.

PENN COVE N48°14.68′ W122°43.47′.

126°-160° 30 NM blo 2.200'. 250°-260° byd 30 NM blo 3,400'. 330°-360° bvd 30 NM blo 2.200'.

NOTAM FILE SEA. (L) VORW/DME 117.2 CVV Chan 119 N48°14.68′ W122°43.47′ 060° 2.1 NM to AJ Eisenberg.

(See PHYALLUP)

DME portion unusable:

TPA—See Remarks Class I, ARFF Index B

others 1410(1000). Rwy 21L and Rwy 03R not avbl as movement area for air carrier acft with more than 9 passenger seats or greater for Idg and tkf. Rwy 03R-21L is avbl for air carrier acft for taxiing during dalgt and

Rwy 12-30 preset on low intensity to increase intensity and ACTIVATE MALSR Rwy 21R and ODALS Rwy

VFR conditions only. Touchdown rwy visual range avbl for Rwy 21R. When twr clsd HIRL Rwy 03L-21R and MIRL

205° 6.3 NM to fld. Unmonitored when twr clsd.

LOM DUNEZ NDB. Unmonitored when tower closed.

at fld. 404/20E.

SEATTLE

**SFATTLE** 

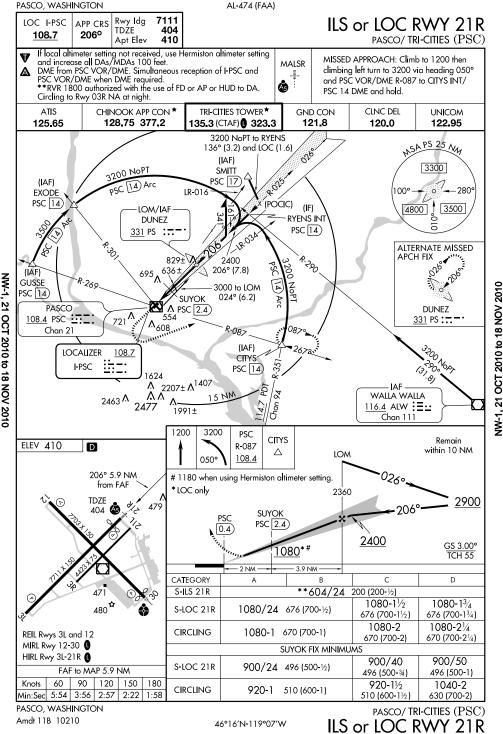
L-1E

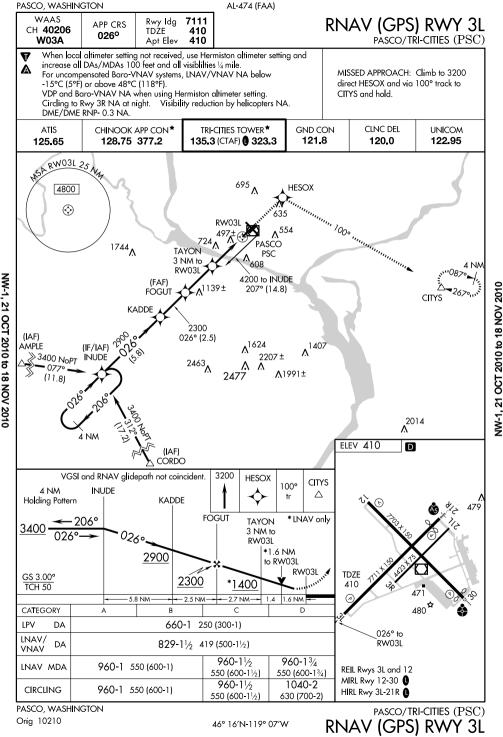
L-13A

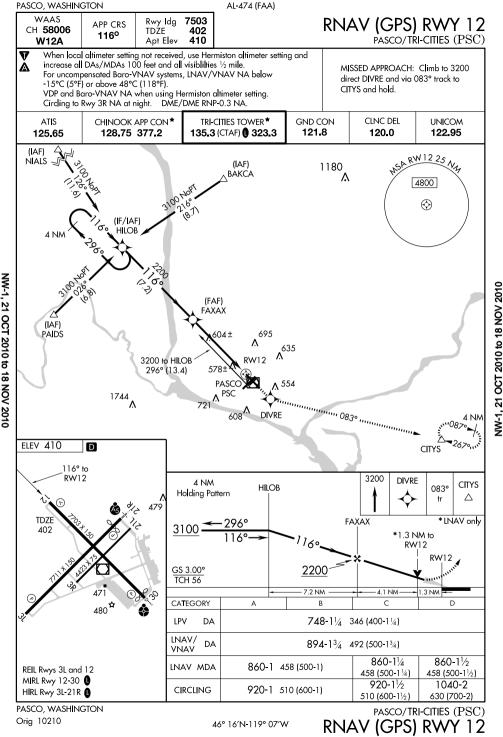
**SFATTLE** 

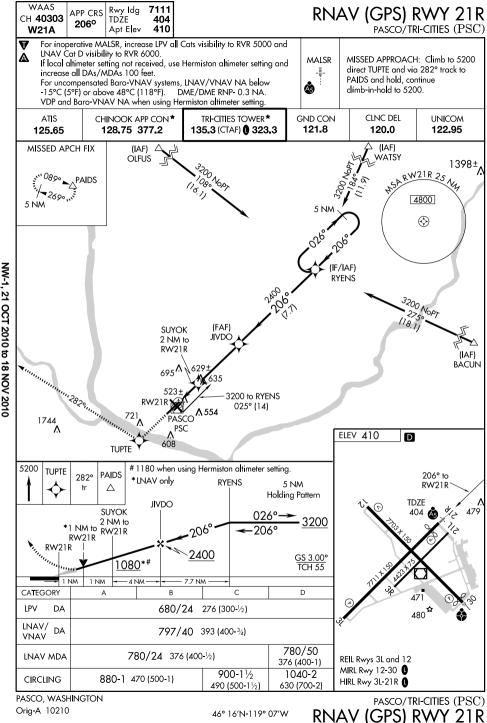
IAP, AD

H-1C. L-13A



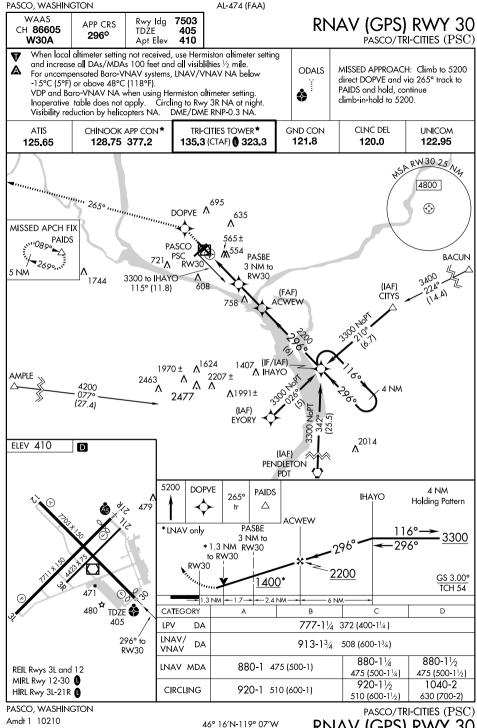






AL-474 (FAA)

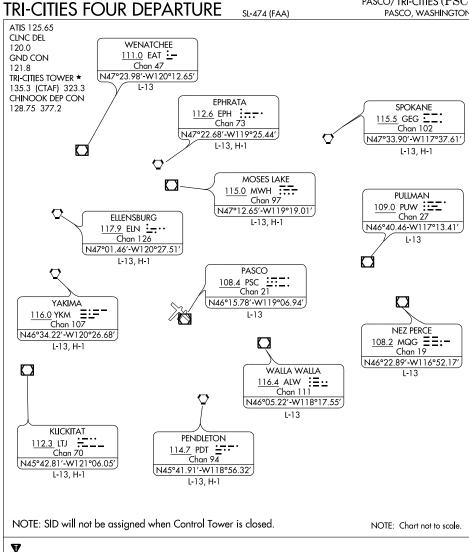
PASCO, WASHINGTON



NW-1, 21 OCT 2010 to 18 NOV 2010

PASCO/TRI-CITIES (PSC) PASCO, WASHINGTON

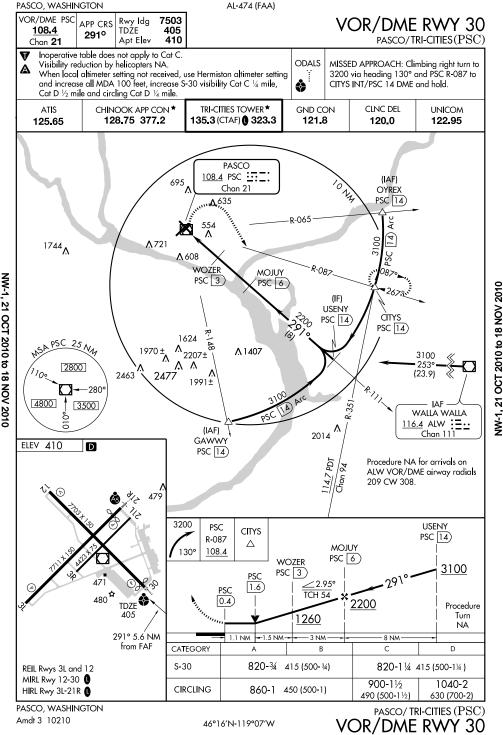
NW-1, 21 OCT 2010 to 18 NOV 2010

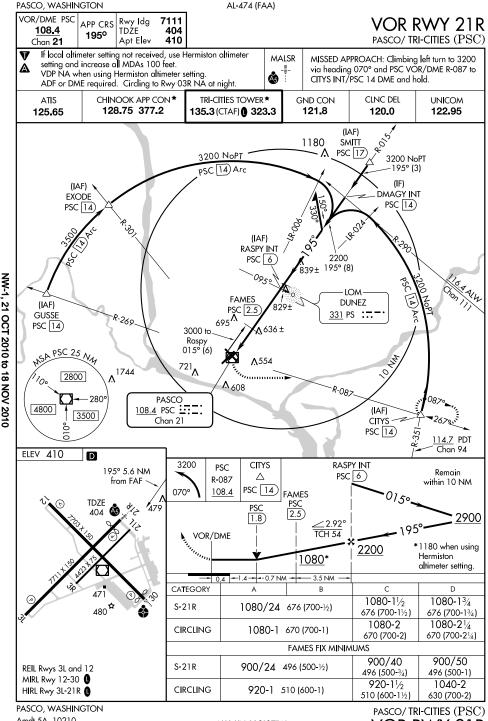


## DEPARTURE ROUTE DESCRIPTION

Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 10,000' or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: Climb runway heading to 3,000' then reverse course direct PSC VOR/DME to cross at or above MEA for route of flight.





Amdt 5A 10210

VOR RWY 21R

RWY 16: Brush. Rgt tfc. RWY 34: Brush. AIRPORT REMARKS: Attended Apr-Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360-945-3139. COMMUNICATIONS: CTAF/UNICOM 122.8

(1RL)

1 SW

POINT ROBERTS AIRPARK

NOTAM FILE SEA RWY 16-34: 2265X125 (TURF)

RCO 122.6 (SEATTLE RADIO)

prior to Idg.

NDB unusable:

on request. . . .

ILS 108.9

I-CLM

085°-110° byd 20 NM 110°-140° bvd 15 NM

140°-180° byd 10 NM

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC-8(-7DT) N48°08.49′ W123°24.84′ B FIIFI 15 NOTAM FILE SEA RWY 07-25: H4500X150 (ASPH) MIRL MILITARY SERVICE: JASU 1(MD-3) FUEL J5. Avbl 1500-0000Z±, other times ltd to search and rescue and CG

PORT ANGELES N48°06.99' W123°29.13'

missions. TRAN ALERT Tran acft arrive between 1500-0000Z‡ only. Ctc Port Angeles Air on 345.0 or 127.7 15 min MILITARY REMARKS: RSTD CLOSED to non-CG fixed wing acft. 24 hr PPR C360-417-5840. CAUTION 150' twr 75 yards south of rwy, marked by strobe lgt.

COMMUNICATIONS: CTAF/UNICOM 122.975 SEATTLE RADIO 122.6

WHIDREY APP/DEP 118 2 285 65 PORT ANGELES AIR 127.7 345.0

**CINC DFI** 124 15 RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 338 K N48°08.39′ W123°24.13′ at fld. OTS indef.

180°-245° bvd 15 NM 245°-340° byd 10 NM

COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl

**SEATTLE** 

SEATTLE

SEATTLE. H-1B, L-1E

IAP

(3

I-1F IAP. DIAP

L-1E

HELIPAD H1: H100X100 (ASPH) PORT ANGELES WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC-8(-7DT) N48°07.21' W123°29.98' S4 FUEL 100LL, JET A OX 2 LRA NOTAM FILE CLM RWY 08-26: H6347X150 (ASPH-GRVD) S-55, D-66, 2S-83, 2D-115 MIRL RWY 08: MALSR, VASI(V4L)-GA 3.0° TCH 47', Trees. RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49'. Thid dspicd 1354'. Antenna. Rgt tfc. RWY 13-31: H3245X50 (ASPH) S-30 LIRL 1.4% up SE RWY 31: Trees. Rgt tfc. RWY 13: Trees. AIRPORT REMARKS: Attended 1500-0100Z‡. For after hours Jet A call 360-452-6206. Rwy 13-31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. ACTIVATE MIRL Rwy 08-26 and MALSR Rwv 08-CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (360) 457-1070. COMMUNICATIONS: CTAF/UNICOM 122.975 PORT ANGELES RCO 122.6 (SEATTLE RADIO) R WHIDBEY APP/DEP CON 118.2 CLNC DEL 124.15 AIRSPACE: CLASS E svc 1300-0730Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SEA. TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99' 081° 46.5 NM to fld. 1652/22E. HIWAS. W124°37.62' ELWHA NDB (MHW/LOM) 515 CL N48°09.01' W123°40.22' NDB unusable 100°-235° beyond 12 NM.

a ଓ ଓ 3333 083° 7.1 NM to fld. NOTAM FILE CLM. LOM ELWHA NDB. Localizer unusable inside thld.

PORT OF ILWACO (See ILWACO) PORT OF POULSBO MARINA MOORAGE SPB (See POULSBO)

Rwy 08.

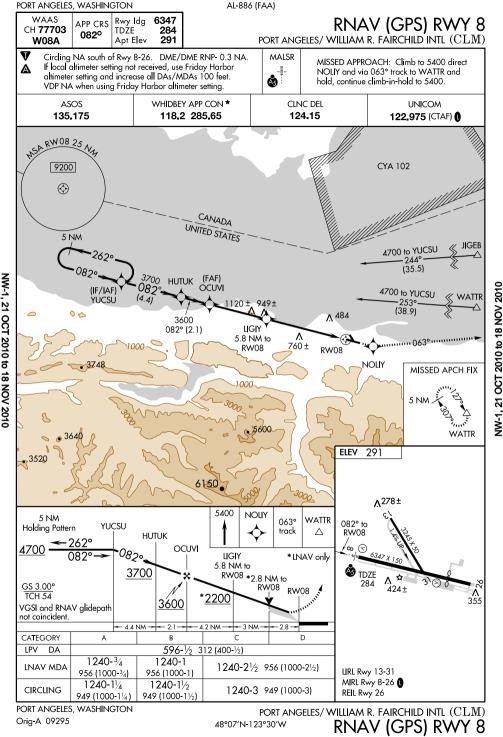
Class IA.

PORT ANGELES, WASHINGTON AL-886 (FAA) Rwy Idg 6347 ILS or LOC RWY 8 APP CRS LOC I-CLM TDŹF 284 108.9 0830 291 PORT ANGELES/WILLIAM R. FAIRCHILD INTL (CLM)Apt Elev MISSED APPROACH: Climb to Circling NA south of Rwy 8-26. MALSR 1000 then climbing left turn to A DME required. 5400 via heading 030° and CVV R-247 to JIGEB/CVV 12.1 DME ---DME from TOU VORTAC. Simultaneous reception of I-CLM and TOU DME required. If local altimeter setting not received, use Friday Harbor altimeter setting and Å and hold, continue climb-in-hold increase all MDAs 100 feet. ILS procedure NA. to 5400. ASOS WHIDBEY APP CON \* CINC DEL UNICOM 135,175 124.15 118.2 285.65 122.975 (CTAF) 1 NSA CL 25 MM DME REQUIRED CYA 102 3800 10 NM 5000 -250° 4700 NoPT CANADA 081° (29.6) 9200 UNITED STATES (IF/IAF) Ŋ R-081 YUCSU **JIGEB** TOU 29.6) LOM CVV, 12.1) **ELWHA** 6500 to LOM **HUTUK** 515 CL ---238° (26.3) 3700 TOU 34) 083% TATOOSH 1299± 112.2 TOU 🚃 🗖 -484 A 6500 to LOM \*LOC only 243° (38.4) 6500 to YUCSU 262° (9.8) 549± ALTERNATE MISSED APCH FIX PENN COVE 17.2 CVV ..:= WATTR LOCALIZER 108.9 SEA 49.4 Chan 119 1000 I-CLM A 27,96 515 CL MISSED APCH FIX \$5600 1/5 **JIGEB** 117.2 CVV CVV [12.1) Chan 119 ELEV 291 R-247 6150 3000 515 CL Λ<sup>278±</sup> 5400 1000 YUCSU One Minute CVV **JIGEB** 083° 6.6 NM ,from FAF TOU 29.6) Holding Pattern R-247 HUTUK Δ 117.2 TOU 34 030° 6347 X LOM 4700 08,3°, \* LOC only **TDZE** 2486 284 3700 GS 3.00° . 424± **^∧** 355 TCH 54 VGSI and ILS glidepath 3600 not coincident 4.4 NM 5.4 NM 6.6 NM LIRL Rwy 13-31 CATEGORY D Α MIRL Rwy 8-26 () S-ILS 8 486-1/2 202 (200-1/2) REIL Rwy 26 840-11/4 840-1 S-LOC 8 840-1/2 556 (600-1/2) FAF to MAP 6.6 NM 556 (600-11/4) 556 (600-1) Knots 90 120 150 180 840-11/2 860-2 **CIRCLING** 840-1 549 (600-1) Min:Sec 6:36 4:24 3:18 2:38 2:12 549 (600-11/2) 569 (600-2) PORT ANGELES, WASHINGTON PORT ANGELES/WILLIAM R. FAIRCHILD INTL (CLM)Amdt 2A 09295

NW-1, 21 OCT 2010 to 18 NOV 2010

48°07′N-123°30′W

ILS or LOC RWY 8



PORT ANGELES, WASHINGTON AL-886 (FAA) 10210 4993 RNAV (GPS) RWY 26 APP CRS Rwy Ida 282 TDŹE 263° PORT ANGELES/ WILLIAM R. FAIRCHILD INTL (CLM) 291 Apt Elev 7 Circling NA south of Rwy 8-26. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 5400 direct Visibility reduction by helicopters NA. When local altimeter setting not received, A MAPUC and via track 288° to MIDWI and use Friday Harbor altimeter setting; increase all MDA 100 feet and visibility via track 249° to YUCSU and hold. Cats B/C/D ½ mile. WHIDBEY APP CON ★ CLNC DEL **ASOS** UNICOM 135,175 118.2 285.65 124.15 122,975 (CTAF) ( SARW 26 25 Ny 9200  $\bigcirc$ CANADA UNITED STATES MIDWI (IAF) 484 WATTR 1120± **SEBTY** 3.9 NM to 3700 RW26 RW26 (IF) (FAF) 18.51 MAPUC COBUX **FAMUV** 3000 580± 249 3700 (6.5)1000 (IAF) JAWBN °2580 MISSED APCH FIX

NW-1, 21 OCT 2010 to 18 NOV 2010 NW-1, 21 OCT 2010 to 18 NOV 2010 5 NM ELEV 291 **■**262°•• 0829 ^278± YUCSU 5400 MAPUC MIDW YUCSU VGSI and descent angles not coincident trk trk 288° 249° **COBUX** 263° to RW26 FAMUV ٩ **SEBTY** 3700 3.9 NM Λ <sup>Δ</sup> 424± to RW26 ^∧ 355 TDZE Procedure .263° 3000

PORT ANGELES, WASHINGTON Orig 22OCT09

RW26

CATEGORY

LNAV MDA

CIRCLING

3.9 NM

Α

940-1

1600

658 (700-1)

940-1 649 (700-1)

4.3 NM

В

≤ 3.07° TCH 55

6.5 NM

C

940-13/4

658 (700-13/4)

940-13/4

649 (700-13/4)

Turn NA

D

940-2

658 (700-1)

940-2

649 (700-2)

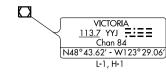
RNAV (GPS) RWY 26

282

**LIRL Rwy 13-31** 

REIL Rwy 26

MIRL Rwy 8-26 1



Hangar 212' from DER, 523' right of centerline, 19' AGL/310' MSL.

### TAKE-OFF OBSTACLE NOTES

SEATTLE RADIO

CTAF 122.975

1226

Rwy 13: Multiple trees and pole beginning 1299' from DER, 32' left of centerline, up to 100' AGL/520' MSL. Sign 76' from DER, 230' left of centerline, 5' AGL/276' MSL. Hangar 1550' from DER, 457' left of centerline, 49' AGL/320' MSL.

OL on airport beacon 2023' from DER, 829' left of centerline, 74' AGL/345' MSL.

Multiple trees and pole beginning 614' from DER, 11' right of centerline, up to 100' AGL/599' MSL. Rwy 26: Multiple trees beginning 2940' from DER, 747' left of centerline, up to 95' AGL/378' MSL.

Rwy 31: Multiple trees beginning 470' from DER, 39' left of centerline, up to 71' AGL/298' MSL. Multiple trees beginning 640' from DER, 112' right of centerline, up to 63' AGL/290' MSL. Rwy 8: Multiple trees and poles beginning 130' from DER, 261' left of centerline, up to 124' AGL/415' MSL. Multiple trees and poles beginning 923' from DER, 111' right of centerline, up to 232' AGL/

WATTR N48°08.36' 069° W122°56.47' **ELWHA** 515 CL .... SEATTLE 116.8 SEA ::

NW-1, 21 OCT 2010 to 18 NOV 2010

Chan 115

TAKE-OFF MINIMUMS Rwys 26, 31: Standard. Rwy 13: Standard with minimum climb of 454' per NM to 1100.

Rwy 8: 300-1.

NOTE: Chart not to scale.

## V

TAKE-OFF RUNWAYS 8 and 13: Climbing left turn, thence....

TAKE-OFF RUNWAYS 26 and 31: Climbing right turn, thence....

....on 069° bearing from CL LOM to WATTR INT, maintain 5400.

WATTR FIVE DEPARTURE (OBSTACLE) PORT ANGELES, WASHINGTON PORT ANGELES, WILLIAM PROPERTY PORT ANGELES, WASHINGTON PORT ANGELES, WILLIAM PROPERTY PORT ANGELES, WASHINGTON PORT ANGELES, WASHINGT (WATTR5.WATTR) 10042

DEPARTURE ROUTE DESCRIPTION

180°-245° bvd 15 NM

245°-340° byd 10 NM

**SEATTLE** 

SEATTLE

SEATTLE H-1B, L-1E

IAP

(3

I-1F IAP. DIAP

L-1E

NOTAM FILE SEA RWY 16-34: 2265X125 (TURF) RWY 16: Brush. Rgt tfc. RWY 34: Brush. AIRPORT REMARKS: Attended Apr-Oct continuously. When able land to the N and depart to the S. Traffic pattern W of fld over water. Noise abatement procedures in effect, contact airport manager for details at 360-945-3139.

(1RL)

1 SW

PORT ANGELES CGAS (NOW) (KNOW) CG 2 N UTC-8(-7DT) N48°08.49′ W123°24.84′ B FIIFI 15 NOTAM FILE SEA RWY 07-25: H4500X150 (ASPH) MIRL MILITARY SERVICE: JASU 1(MD-3) FUEL J5. Avbl 1500-0000Z±, other times ltd to search and rescue and CG missions. TRAN ALERT Tran acft arrive between 1500-0000Z‡ only. Ctc Port Angeles Air on 345.0 or 127.7 15 min prior to Idg.

COMMUNICATIONS: CTAF/UNICOM 122.8 PORT ANGELES N48°06.99' W123°29.13'

RCO 122.6 (SEATTLE RADIO)

POINT ROBERTS AIRPARK

south of rwy, marked by strobe lgt.

PORT ANGELES AIR 127.7 345.0

085°-110° byd 20 NM 110°-140° bvd 15 NM

140°-180° byd 10 NM

S4

Antenna. Rgt tfc. RWY 13-31: H3245X50 (ASPH)

RWY 13: Trees.

RWY 08-26: H6347X150 (ASPH-GRVD)

NDB unusable:

on request. . . . HELIPAD H1: H100X100 (ASPH)

PORT ANGELES

MILITARY REMARKS: RSTD CLOSED to non-CG fixed wing acft. 24 hr PPR C360-417-5840. CAUTION 150' twr 75 yards COMMUNICATIONS: CTAF/UNICOM 122.975

SEATTLE RADIO 122.6

WHIDREY APP/DEP 118 2 285 65

**CINC DFI** 124 15 RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

EDIZ HOOK NDB (MHW) 338 K N48°08.39′ W123°24.13′ at fld. OTS indef. COMM/NAV/WEATHER REMARKS: Advisory information avbl at Port Angeles Air on prior notice; other CG frequencies avbl

WILLIAM R FAIRCHILD INTL (CLM) 3 NW UTC-8(-7DT) N48°07.21' W123°29.98' LRA NOTAM FILE CLM

S-55, D-66, 2S-83, 2D-115 RWY 26: REIL. SAVASI(S2L)—GA 4.0° TCH 49'. Thid dspicd 1354'. 1.4% up SE

MIRL

a ଓ ଓ 3333 083° 7.1 NM to fld. NOTAM FILE CLM. LOM ELWHA NDB. Localizer unusable inside thld.

AIRPORT REMARKS: Attended 1500-0100Z‡. For after hours Jet A call 360-452-6206. Rwy 13-31 CLOSED SS to SR. Waterfowl and birds on and invof arpt. Increased bird activity due to waste landfill located ½ mile northwest AER 08. No air carrier ops. Arpt surrendered arpt opr certificate 12/9/05. ACTIVATE MIRL Rwy 08-26 and MALSR Rwv 08-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (360) 457-1070.

COMMUNICATIONS: CTAF/UNICOM 122.975 PORT ANGELES RCO 122.6 (SEATTLE RADIO) R WHIDBEY APP/DEP CON 118.2 CLNC DEL 124.15 AIRSPACE: CLASS E svc 1300-0730Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

TATOOSH (H) VORTACW 112.2 TOU Chan 59 N48°17.99' 081° 46.5 NM to fld. 1652/22E. HIWAS. W124°37.62' ELWHA NDB (MHW/LOM) 515 CL N48°09.01' W123°40.22' NDB unusable 100°-235° beyond 12 NM. ILS 108.9 I-CLM Rwy 08. Class IA.

FUEL 100LL, JET A OX 2

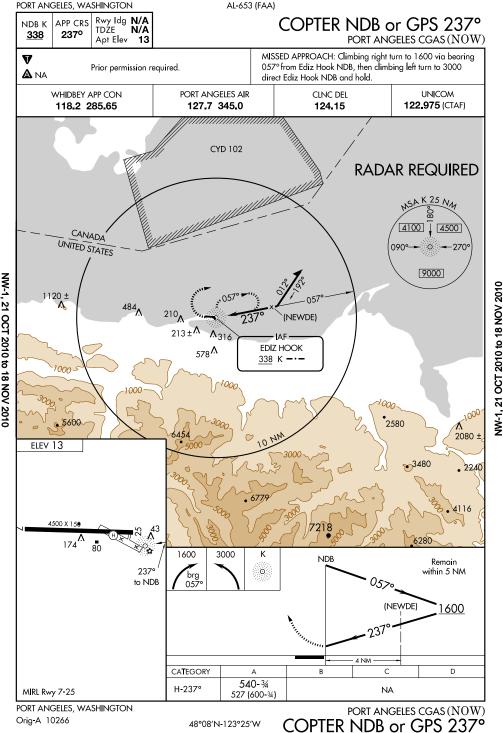
S-30

RWY 31: Trees. Rgt tfc.

LIRL

RWY 08: MALSR, VASI(V4L)-GA 3.0° TCH 47', Trees.

PORT OF ILWACO (See ILWACO) PORT OF POULSBO MARINA MOORAGE SPB (See POULSBO)



UTC-8(-7DT) N46°44.63' W117°06.58'

NOTAM FILE PUW

HIRL

### PULLMAN/MOSCOW. ID PULLMAN/MOSCOW RGNL

RWY 05-23: H6730X100 (ASPH) S-57, D-75, 2S-95, 2D-135 RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 55', Thid dspicd 290'.

(PUW) 3 NE

FUEL 100LL, JET A Class I, ARFF Index A

RWY 23: REIL, PAPI(P4L)—GA 4.0° TCH 60', Thid dspicd 801'.

Ground.

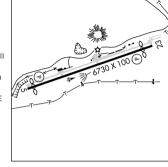
RIINWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6730 TODA-6730 ASDA-6490 LDA-6200 RWY 23: TORA-6730 TODA-6730 ASDA-6040 LDA-5240

AIRPORT REMARKS: Attended 1600-0200Z‡, CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509-338-3223. Non-payed areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30' of taxiway to the north west. ACTIVATE

HIRL Rwv 05-23, and REIL Rwv 05 and Rwv 23-CTAF, Landing

WEATHER DATA SOURCES: ASOS 135.675 (509)334-3222. HIWAS 109.0



SEATTLE

IAP

H-1C, L-13B

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.6 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon-Fri 1400-0600Z‡, Sat 1700-0000Z‡, Sun 1900-0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

PIJW

fee for all commercial acft.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46′ W117°13.41′ 028° 6.3 NM to fld. 2720/20E, HIWAS. DME unmonitored.

N47°08.86'

## **PUYALLUP**

PIERCE CO-THUN FLD (PLU) 5 S UTC-8(-7DT) N47°06.24' W122°17.23' B S4 FUEL 100LL 0X 4 TPA-1538(1000) NOTAM FILE PLU

RWY 16-34: H3650X60 (ASPH) MIRI RWY 16: REIL, PAPI(P4L)—GA 4.0° TCH 53', Trees.

RWY 34: REIL. PAPI(P4R)-GA 4.0° TCH 53'. Road.

AIRPORT REMARKS: Attended 1600Z‡-dusk, Fuel avbl 24 hours with

credit card. Ultralights prohibited. Noise sensitive all quadrants. WEATHER DATA SOURCES: AWOS-3 128.575 (253) 848-2748.

COMMUNICATIONS: CTAF/UNICOM 122.7 SEATTLE APP/DEP CON 126.5 **CLNC DEL** 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TOM

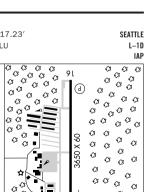
McCHORD (T) VORTAC 109.6 TCM Chan 33

W122°28.50′

Tue. Thu 0700-1600Z±.

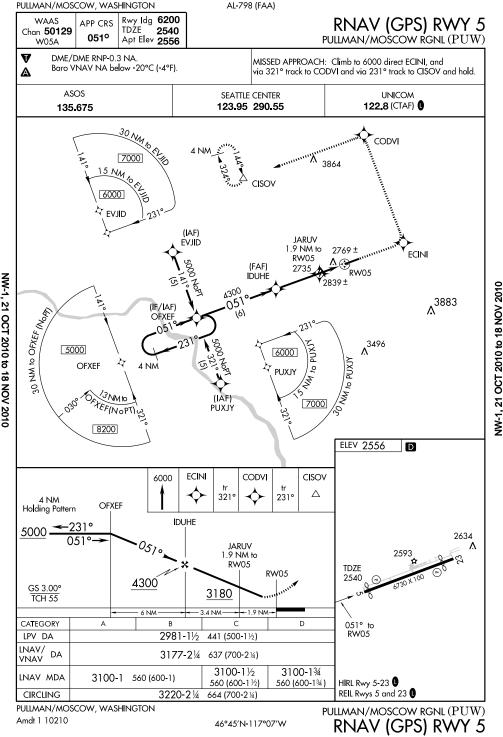
087° 8.1 NM to fld. 284/22E. No NOTAM MP

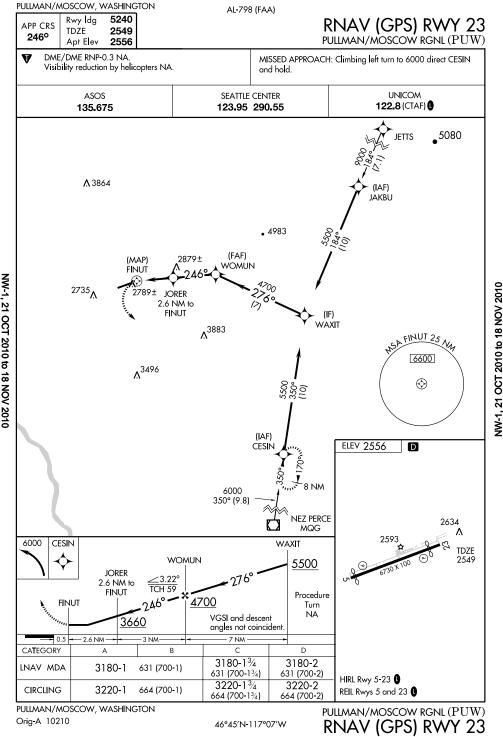
a a €3 444

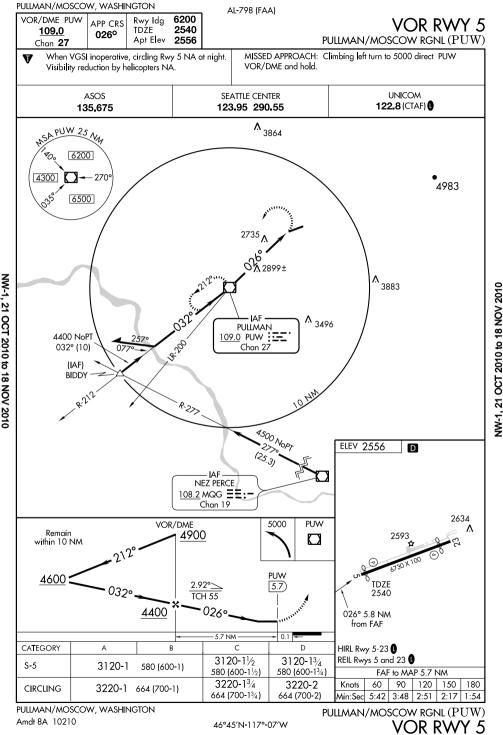


34 £3 €3

03 03 03







UTC-8(-7DT) N46°44.63' W117°06.58'

NOTAM FILE PUW

HIRL

### PULLMAN/MOSCOW. ID PULLMAN/MOSCOW RGNL

RWY 05-23: H6730X100 (ASPH) S-57, D-75, 2S-95, 2D-135 RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 55', Thid dspicd 290'.

(PUW) 3 NE

FUEL 100LL, JET A Class I, ARFF Index A

RWY 23: REIL, PAPI(P4L)—GA 4.0° TCH 60', Thid dspicd 801'.

Ground.

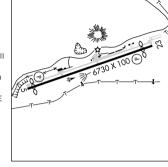
RIINWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6730 TODA-6730 ASDA-6490 LDA-6200 RWY 23: TORA-6730 TODA-6730 ASDA-6040 LDA-5240

AIRPORT REMARKS: Attended 1600-0200Z‡, CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 509-338-3223. Non-payed areas soft. Acft must delay taxiing and remain behind the intermediate holding position line when large acft ops are in progress. No parking between rwy and taxiway and within 30' of taxiway to the north west. ACTIVATE

HIRL Rwv 05-23, and REIL Rwv 05 and Rwv 23-CTAF, Landing

WEATHER DATA SOURCES: ASOS 135.675 (509)334-3222. HIWAS 109.0



SEATTLE

IAP

H-1C, L-13B

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.6 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 123.95

AIRSPACE: CLASS E svc Mon-Fri 1400-0600Z‡, Sat 1700-0000Z‡, Sun 1900-0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

PIJW

fee for all commercial acft.

(L) VORW/DME 109.0 PUW Chan 27 N46°40.46′ W117°13.41′ 028° 6.3 NM to fld. 2720/20E, HIWAS. DME unmonitored.

N47°08.86'

## **PUYALLUP**

PIERCE CO-THUN FLD (PLU) 5 S UTC-8(-7DT) N47°06.24' W122°17.23' B S4 FUEL 100LL 0X 4 TPA-1538(1000) NOTAM FILE PLU

RWY 16-34: H3650X60 (ASPH) MIRI RWY 16: REIL, PAPI(P4L)—GA 4.0° TCH 53', Trees.

RWY 34: REIL. PAPI(P4R)-GA 4.0° TCH 53'. Road.

AIRPORT REMARKS: Attended 1600Z‡-dusk, Fuel avbl 24 hours with

credit card. Ultralights prohibited. Noise sensitive all quadrants. WEATHER DATA SOURCES: AWOS-3 128.575 (253) 848-2748.

COMMUNICATIONS: CTAF/UNICOM 122.7 SEATTLE APP/DEP CON 126.5 **CLNC DEL** 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TOM

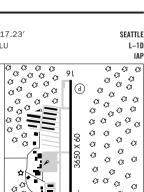
McCHORD (T) VORTAC 109.6 TCM Chan 33

W122°28.50′

Tue. Thu 0700-1600Z±.

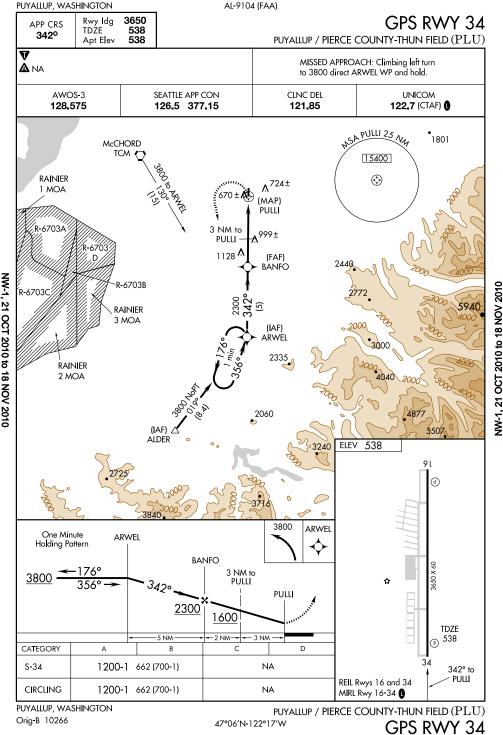
087° 8.1 NM to fld. 284/22E. No NOTAM MP

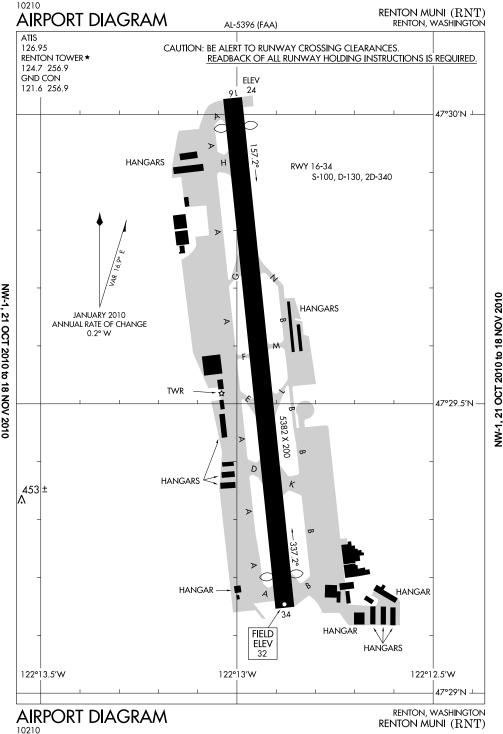
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03 03 03





SEATTLE

IAP, AD

SEATTLE

SEATTLE

H-1B, L-1D

### WASHINGTON

### RENTON

RENTON MUNI (RNT) 0 NW UTC-8(-7DT) N47°29.59' W122°12.95'

FUEL 100LL, JET A1 + 0X 1, 2 TPA—See Remarks LRA RWY 16-34: H5382X200 (ASPH-CONC-GRVD) MIRL (NSTD) S-100, D-130, 2D-340

Road, Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.75° TCH 59'. Thid dspicd 340'.

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Thid dspicd 300'.

AIRPORT REMARKS: Attended 1500Z‡-Dusk. Acft requiring svcs ctc 122.85 or 122.95. Numerous flocks of birds invof arpt and along

Lake Washington shoreline at all times. Rwy 34 20' blast fence 190' from end of rwy. Be alert for Boeing production acft being towed across the rwy during hours twr closed. Seaplane base NW corner of arpt. TPA-1032(1000). TPA west of the fld is 1218' AGL

due to terrain immediately west of the arpt. West twy closed to acft with wing span 118' or over. Noise abatement procedures in effect ctc arpt manager 425-430-7471, Rwv 16-34 NSTD MIRL. 340' SE end unlit. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and

WEATHER DATA SOURCES: ASOS (425) 255-6080. LAWRS. COMMUNICATIONS: CTAF 124.7 ATIS 126.95

UNICOM 122.95 (R) SEATTLE APP/DEP CON 119.2 (076°-160° RWV 16) (341°-075°) 120.1

Rwy 34 and twy Igts—CTAF. Flight Notification Service (ADCUS)

**TOWER** 124.7 (Oct 1-Apr 30 1500-0400Z‡, May 1-Sep 30 1500-0500Z‡) **GND CON 121.6** AIRSPACE: CLASS D svc Oct 1-Apr 30 1500-0400Z‡, May 1-Sep 30 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA. SEATTLE (H) VORTACW 116.8 SEA Chan 115 N47°26.12' W122°18.58'

RNT N47°29.73' W122°12.88' NDB (MHW) 353 at fld. NOTAM FILE RNT.

NDB unusable 035°-085° beyond 20 NM. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

WILL ROGERS WILEY POST MEM SPB (W36)

1 N UTC-8(-7DT)N47°29.99' W122°13.16' FUEL 100LL, JET A, JET A1+ OX 1, 2 LRA NOTAM FILE RNT

WATERWAY 12-30: 5000X200 (WATER)

WATERWAY 12: Rgt tfc

SEAPLANE REMARKS: Attended 1500Z‡-Dusk. Ctc Renton twr when operating, for tfc data. When twr not operating

6 NE UTC-8(-7DT) N48°43.09' W118°39.39'

NOTAM FILE SEA

announce intentions on 124.7. When flying inbound or outbound in the west channel waterway above 800' AGL ctc Boeing twr freq 118.3 for traffic advisories. Flocks of waterfowl in vicinity, CAUTION advised Idgs and UNICOM 122.8

takeoffs. Extensive boating and personal watercraft in vicinity. Flight Notification Service (ADCUS) available. COMMUNICATIONS: CTAF 124.7

### REPUBLIC FERRY CO

RWY 17-35: H3498X60 (ASPH) MIRL RWY 17: REIL. Tree. Rgt tfc.

RWY 35: REIL. VASI(V2L)-GA 4.0° TCH 23'. Trees.

(R49) B TPA-3322(800)

AIRPORT REMARKS: Unattended. Suggest ngt ldgs be made on Rwy 35.

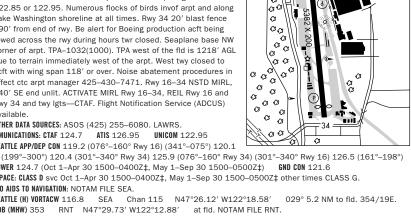
Rwy 17-35 trees located on unlgtd unmarked mountainous

terrain. P-lines NE of Rwy 17 Igtd dusk-dawn. ACTIVATE MIRL Rwy

17-35 and VASI Rwy 35, REIL Rwy 17 and Rwy 35-122.8.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.

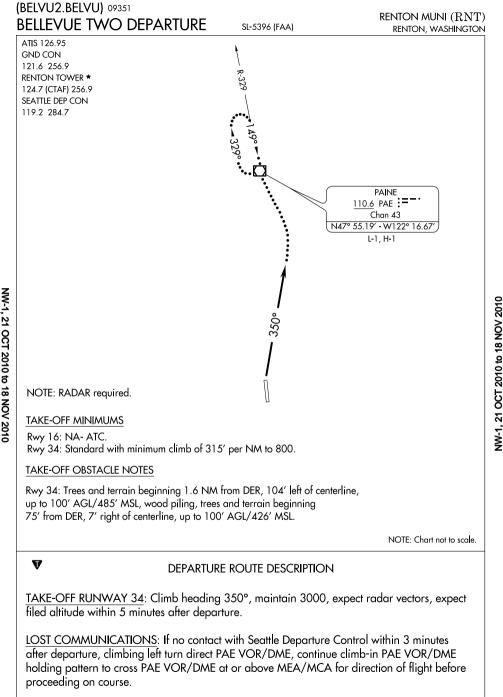
EPHRATA (H) VORTACW 112.6 EPH Chan 73 N47°22.68' W119°25.44' 360° 86.2 NM to fld. 1250/21E.



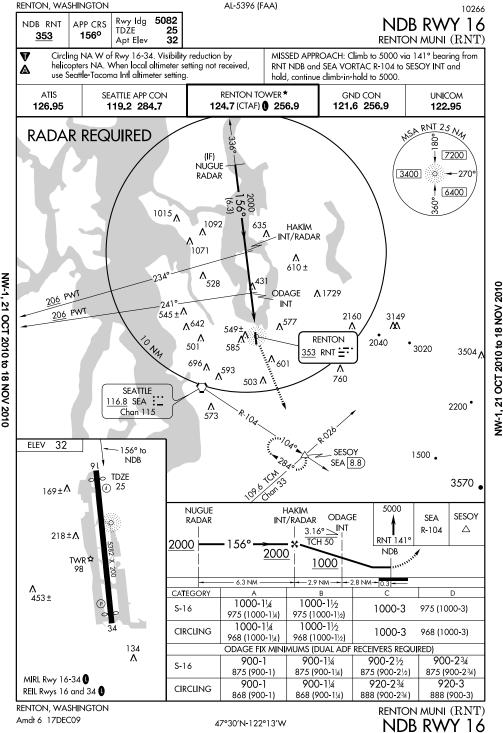
NOTAM FILE RNT

L-13A

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# BELLEVUE TWO DEPARTURE (BELVU2.BELVU) 09351



121.6 256.9 RENTON TOWER ★ 124.7 (CTAF) 256.9 SEATTLE DEP CON 119.2 284.7 1000 **SEATTLE** 116.8 SEA : " Chan 115 N47°26.12′ - W122°18.58′ NW-1, 21 OCT 2010 to 18 NOV 2010 L-1, H-1 NOTE: RADAR required. TAKE-OFF MINIMUMS Rwy 16: Standard with a minimum climb of 405' per NM to 800. Rwy 34: NA- ATC. TAKE-OFF OBSTACLE NOTES Rwy 16: Trees, towers, lights and blast shield beginning 186' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and signs beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 16: Climb heading 150° to 1000, then climbing left turn heading 130°, expect radar vectors, maintain 3000, expect filed altitude within 5 minutes after departure. LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing right turn direct SEA VORTAC, continue climb-in SEA VORTAC holding pattern to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding on course. RENTON, WASHINGTON RENTN TWO DEPARTURE RENTON MUNI (RNT) (RENTN2.RENTN) 09351

SL-5396 (FAA)

RENTON MUNI (RNT)

RENTON, WASHINGTON

NW-1, 21 OCT 2010 to 18 NOV 2010

(RENTN2.RENTN) 09351

ATIS 126.95 GND CON

**RENTN TWO DEPARTURE** 

RENTON, WASHINGTON AL-5396 (FAA) 10266 RNAV (GPS) Y RWY 16 5082 Rwy Idg APP CRS TDŹE 25 157° RENTON MUNI (RNT)32 Apt Elev Circling NA W of Rwy 16-34. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 5000 direct CUPAT V and via track 107° to SESOY and hold, continue Visibility reduction by helicopters NA. When local altimeter A setting not received, use Seattle-Tacoma Intla limeter setting. climb-in-hold to 5000. ATIS SEATTLE APP CON RENTON TOWER★ GND CON UNICOM 121.6 256.9 126.95 119.2 284.7 124.7 (CTAF) 0 256.9 122.95 (IAF) Procedure NA for arrivals at PAE VOR/DME PAINE 2000 via V23 northbound PAE 58° (14.6) (IAF) (IF) 2000 HAVHO LUTSY 253 (6) RADAR required for transition to HAVHO. 1015 6576 1092 **^** 1071 610± (FAF) BLEIR **∧** 528 <sup>1729</sup>Λ 431 545 ±∧ 485± (MAP) 3149 ۸<sup>577</sup> 2160<sub>A</sub> TOYOL 642 **^** À٨ SA TOYOL 25 NA **.** 585 2040 501 3504 ∧<sup>601</sup> ۸<sup>760</sup> 696 **^** 7200  $\Diamond$ 503 2200 . CUPAT ELEV 32 1500 3570 **TDZE** 25 169±Λ 5000 CUPAT **SESOY** tr LUTSY 107° Δ

2000

Α

880-1

848 (900-1

Procedure

Turn

NA

CATEGORY

134

LNAV MDA

**CIRCLING** 

REIL Rwys 16 and 34 0 RENTON, WASHINGTON Amdt 3 17DEC09

MIRL Rwy 16-34 (

218±Λ

Λ 453±

TWR A

98

NW-1, 21 OCT 2010 to 18 NOV 2010

RENTON MUNI (RNT)RNAV (GPS) 47°30′N-122°13′W

1.8 NM to

TOYOL

C

760-2

735 (800-2)

920-23/4

888 (900-234)

TOYOL

760-21/4

735 (800-21/4)

920-3

888 (900-3)

**BLEIR** 

В

880-11/4

848 (900-11/4)

3.04° TCH 50 2.6 NM

1600

760-1 735 (800-1)

#### 176 WASHINGTON

RIB00 N46°22.23′ W119°15.55′.

NDB (LOM) 260 RI

RICHI AND 2 NW UTC-8(-7DT) N46°18.34′ W119°18.25′ (RLD)

NOTAM FILE SEA

186° 4.3 NM to Richland, LOM unmonitored when PASCO twr clsd.

186°

394 S2 FUEL 100LL JET A TPA-1194(800) NOTAM FILE RLD RWY 01-19: H4009X75 (ASPH) S-30, D-45, 2D-70 MIRI

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Antenna. RWY 19: MALS, REIL, PAPI(P2L)—GA 3.0° TCH 30', Pole, Rgt tfc. RWY 08-26: H3995X100 (ASPH) S-30, D-45, 2D-70 MIRI RWY 08: ODALS, PAPI(P2L) GA 3.0° TCH 40', Ground, RWY 26: VASI(V4L)—GA 3.0° TCH 50', Railroad, Rgt tfc. AIRPORT REMARKS: Attended 1600-0200Z±, Parachute Jumping.

CAUTION: Road 550' west of approach end of Rwy 08. Rwy 08 CLOSED nights to Part 135 operations, ACTIVATE MIRL Rwy 01-19. REIL Rwy 01 and Rwy 19. MALS Rwy 19 and ODALS Rwy 08-CTAF. VASI Rwy 26 and PAPI Rwy 01, Rwy 08 and Rwy 19 opr 24 hrs. WEATHER DATA SOURCES: AWOS-3 132.675 (509) 375-4247. COMMUNICATIONS: CTAF/UNICOM 122.7

R SEATTLE APP/DEP CON 132.6 (0600-1400Z±). RADIO AIDS TO NAVIGATION: NOTAM FILE PSC. N46°15 78' PASCO (L) VORW/DME 108.4 PSC Chan 21 W119°06 94' 268° 8.3 NM to fld. 400/20E.

RIBOO NDB (LOM) 260

R CHINOOK APP/DEP CON 128.75 (1400-0600Z±).

**ILS/DME** 110.5 I-RLD Chan 42 Rwv 19 twr clsd. COMM/NAV/WEATHER REMARKS: CLNC DEL provided by SEATTLE Radio on 122.4.

RL N46°22.23' W119°15.55'

RIMROCK

4.3 NM to fld. LOM unmonitored when PASCO twr clsd.

#### TIETON STATE (4S6) 2 S UTC-8(-7DT) N46°38.25' W121°07.44'

2964 NOTAM FILE SEA

RWY 02-20: 2509X140 (TURF)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. CLOSED 1 Oct-1 June. Rwy 02 obstructed by mountains at 1000'. Rwy 20 obstructed by mountains at 1000'. Pedestrians, vehicles and wildlife on and invof arpt. Rwy 02-20 surface rough. Ctc Washington State Aviation Division 360-651-6300 or for Washington only 1-800-552-0666 for facility

information prior to use. COMMUNICATIONS: CTAF 122.9

3995 X 100 Localizer only, LOM RIBOO NDB, Unmonitored when PASCO SEATTLE

RITTS N48°03.17′ W122°17.33′. NOTAM FILE PAF

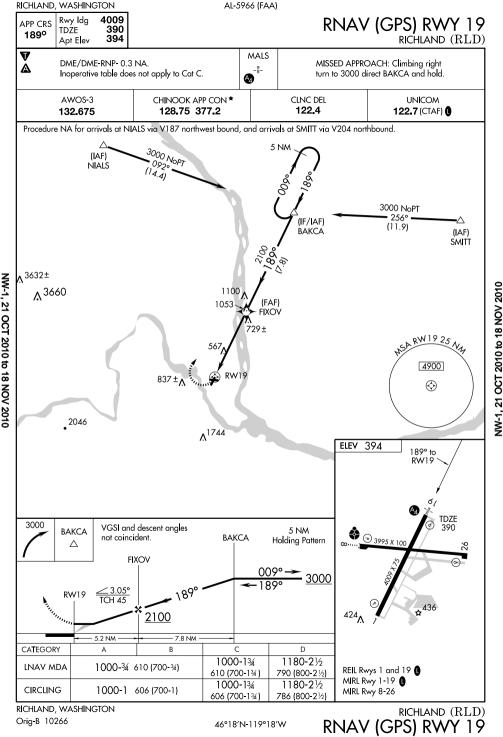
SEATTLE

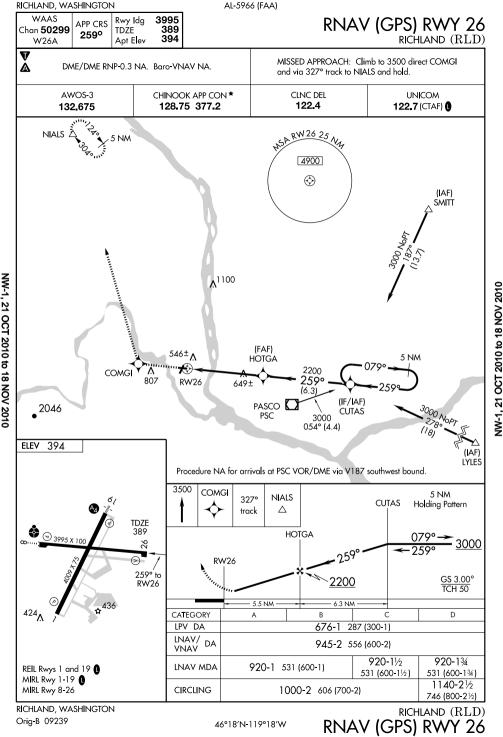
SFATTLE

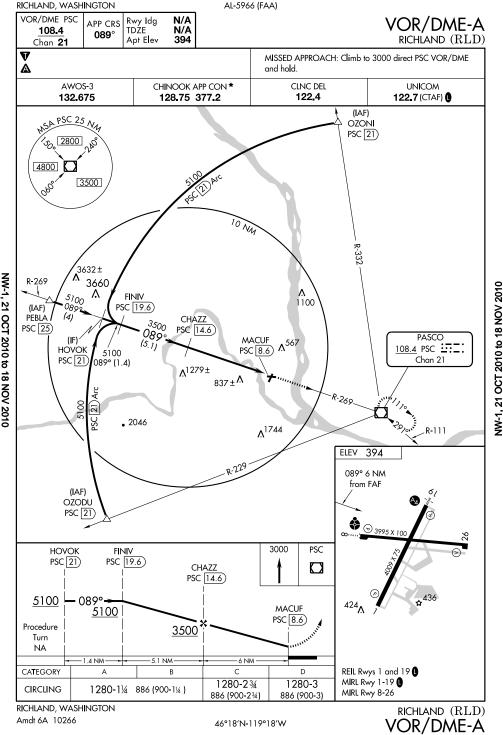
I\_13A IAP

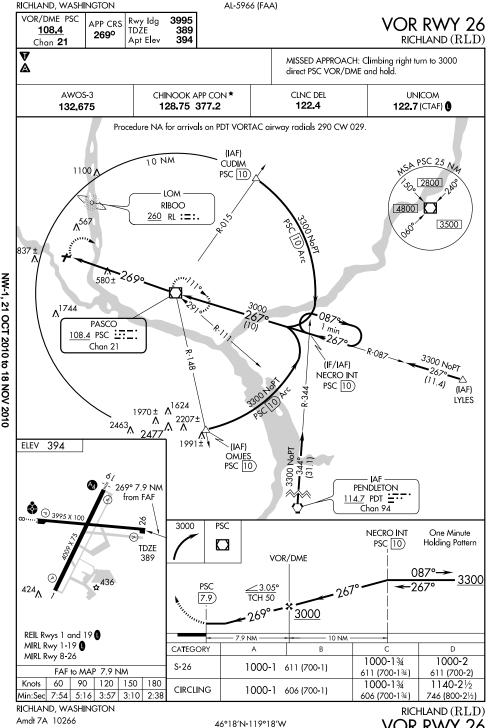
SEATTLE

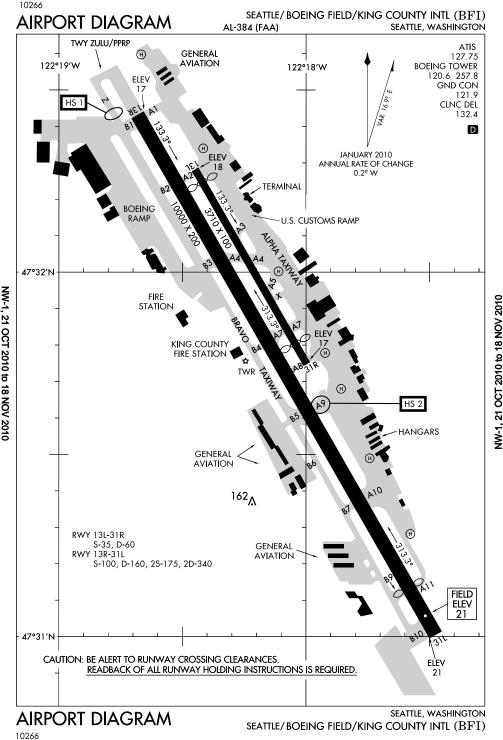
NDR (LOM) 396 PA 158° 8 8 NM to Snohomish Co (Paine Fld)











WASHINGTON 178

#### **SEATTLE** N47°26.12′ W122°18.58′ NOTAM FILE SEA. (H) VORTACW 116.8 SEA Chan 115 at Seattle-Tacoma Intl. 354/19E.

303°-333° beyond 20 NM below 2,900'

303°-333° beyond 30 NM below 4,000'

008°-023° beyond 20 NM below 3,500'

Class II. ARFF Index A NOTAM FILE BFI

RWY 13R-31L: H10000X200 (ASPH-GRVD) S-100, D-160,

RCO 122.5 (SEATTLE RADIO)

S-35, D-60

UTC-8(-7DT) N47°31.80′ W122°18.12′

**(3** 

Rwy 13L-31R: 3710 X 100

4 S

B S4 FUEL 100LL, JET A OX 1, 2,3, 4 TPA—See Remarks

008°-028° byd 20 NM blo 4,500' 008°-028° byd 30 NM blo 7,000'

333°-353° beyond 15 NM below 3,500' 353°-008° beyond 20 NM below 2.900'

VOR portion unusable:

DME portion unusable:

RCO 123.65 (SEATTLE RADIO)

BOEING FLD/KING CO INTL (BFI)

SEATTLE

RWY 31L: REIL. PAPI(P4L)-GA 3.1° TCH 39'. Thid dspicd 880'. Railroad

2S-175, 2D-340 HIRL RWY 13R: MALSF. PAPI(P4L)-GA 3.0° TCH 39'. Fence. Rgt tfc.

RWY 13L-31R: H3710X100 (ASPH-GRVD) RWY 13L: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thid dspicd 240'. Glide Slope Antenna.

RWY 31R: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thid dspicd 365'. Tree, Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 13R: TORA-10001 TODA-10000 ASDA-9120 LDA-9120

RWY 31L: TORA-10001 TODA-10001 ASDA-10001 LDA-9120

AIRPORT REMARKS: Attended continuously. Bird flocks within arpt vicinity, check local advisories. BFI Tower is authorized to conduct

twin engine propeller driven or smaller acft. Rwy 13L-31R not available for air carrier ops. Rwy 13L-31R limited to use by acft up to 12,500 lbs. Touch and go ldgs prohibited 0600-1500Z‡.

Twr 80' AGL located 1200' north and 900' west of thid Rwy 13R. If access to Boeing ramp required; ctc Boeing

parking arrangements for acft over 12,500 lbs maximum tkf weight is recommended. Twy A, B, and all intersections have NSTD markings. Extensive helicopter training activity on Twy B. For noise abatement

simultaneous same direction ops to parallel rwys SR to SS for

206-764-5710. Itinerant/transient parking avbl. Ctc ops 206-296-7334. PPR for acft greater than 12,500 lbs. Rwy 13L-31R TPA-1000(979), Rwy 13R-31L TPA-800(779). HIRL Rwy 13R-31L open dusk-dawn. MIRL Rwy 13L-31R not opr 1400-2300Z‡. Flight Notification Service (ADCUS) available. NOTE: See Special Notices

Section—Simultaneous Operations. WEATHER DATA SOURCES: ASOS (206) 763-6904. COMMUNICATIONS: ATIS 127.75 (206) 767-4113 UNICOM 122.95

SEATTLE FSS (SEA) on arpt.

SEATTLE RCO 122.5 (SEATTLE RADIO) SEATTLE RCO 123.65 (SEATTLE RADIO)

**®** SEATTLE APP/DEP CON 119.2 (076°–160° Rwy 13) (341°–075°) 120.1 (199°–300°) 120.4 (301°–340° Rwy 31) 125.9 (076°-160° Rwy 31) (301°-340° Rwy 13) 126.5 (161°-198°)

BOEING TOWER 120.6 (128°-308° and Departures Rwy 13R-31L, also all Jets, heavy aircraft and IFR arrivals.

118.3 309°-127° and Departures Rwy 13L-31R.) GND CON 121.9 CLNC DEL 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

SEATTLE (H) VORTACW 116.8 SEA

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

Chan 115 N47°26.12' W122°18.58' NOLLA NDB (LOM) 362 BF N47°37.95′ W122°23.37′ 130° 7.1 NM to fld.

I-BFI Chan 46 ILS/DME 110.9 Rwy 13R. Class IA. LOM NOLLA NDB. Localizer back course

unusable byd 13 NM blo 3,500'. Localizer back course unusable byd 10° left and right of course. Localizer unusable byd 20° left of course. DME unusable byd 30° left of course. ILS/DME 110.9 I-CHJ Class IA. Localizer unusable byd 15° east of course. Chan 46 Rwy 31L.

procedures, ctc noise office at 206-296-7437. Twy Z and 880' special use pavement avbl 72 hrs PPR. Ctc arpt

ops 206-296-7334. For Museum of Flight transient acft parking, prior permission required, call

ILS/DME unusable byd 10° right of course.

H-1B, L-1D 008°-023° beyond 30 NM below 4,100'

233°-273° beyond 8 NM below 5,500'

303°-008° byd 30 NM below 3,500′

203°-253° byd 27 NM.

SEATTLE

233°-273° beyond 20 NM below 8,000' 233°-273° beyond 30 NM below 10.000'

233°-273° beyond 35 NM below 3,500'

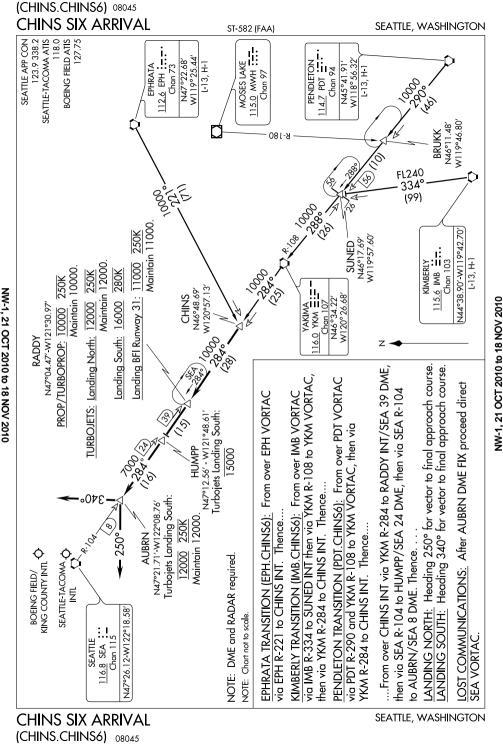
SEATTLE

H-1B. L-1D IAP. AD ය ය GG 03

Flight Dispatch 206-655-3421 for approval during normal duty hours. Twy A6 clsd indef. Twy B8 clsd indef. Twy A1 and Twy A from A1-A3 restricted to acft up to 150,000 pounds and less than 108' wingspan. Twy A2, B2 and

344° 5.7 NM to fld. 354/19E.

A11 restricted to acft up to 60,000 pounds. Twy A3, A5, and A8 restricted to acft up to 12,500 pounds. PPR for



(EPH.EPH6) 10042 FPHRATA SIX ARRIVAL SEATTLE, WASHINGTON ST-582 (FAA) SEATTLE APP CON 123.9 338.2 SEATTLE-TACOMA ATIS 118.0 **BOEING FIELD ATIS** 127.75 PAINE 110.6 PAE := Chan 43 FLAAK N47°45.58′ SPOKANE W121°26.95' 115.5 GEG • -250KIAS Chan 102 -R-086 250° 12000 26.50 65 R-066 (85) 18000 R-082 2620 250° **HETHR** N47°33.54′ **EPHRATA** W122°08.70′ 112.6 EPH :... Chan 73 **ODESS** N47°22.68′-W119°25.44′ MOSES LAKE N47°08.21′ BOEING FIELD/ 115.0 MWH :... W117°58.45′ KING COUNTY INTL \_ Chan 97 H-1 ♦ SEATTLE-TACOMA INTL SEATTLE 116.8 SEA :: Chan 115 N47°26.12′-W122°18.58′ NOTE: DME and RADAR required.

ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course; LANDING SOUTH: Heading 250° for vectors to final approach course.

LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

## EPHRATA SIX ARRIVAL

SEATTLE, WASHINGTON

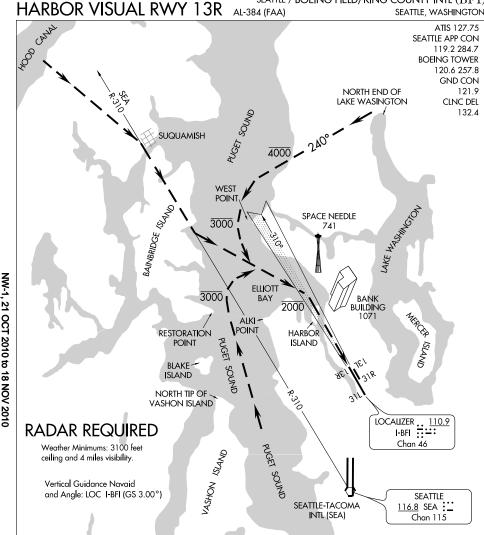
NW-1, 21 OCT 2010 to 18 NOV 2010

(EPH.EPH6) 10042

BOEING FEED/

# ARRIVAL

23



## 12 HARBOR VISUAL APPROACH RWY 13R

13 14

10 11

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the north end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 13R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight in visual approach to Boeing Field/King County Intl Airport (BFI). Adherence to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Intl Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliot Bay for noise abatement.

5 6 18 19 20 21

INM | 1

3

#### HOT SPOTS

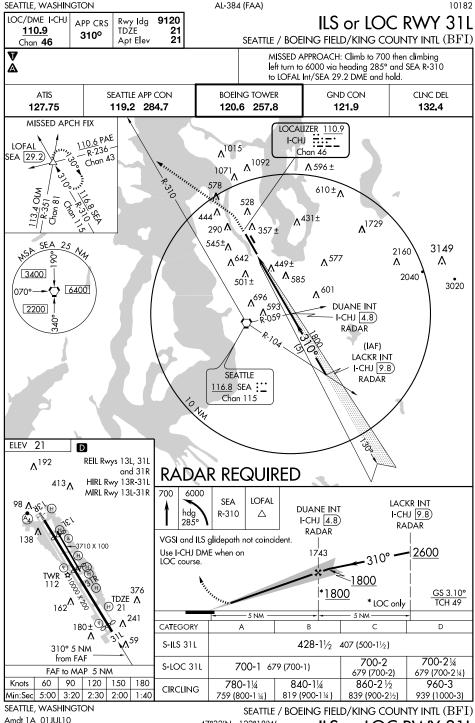
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

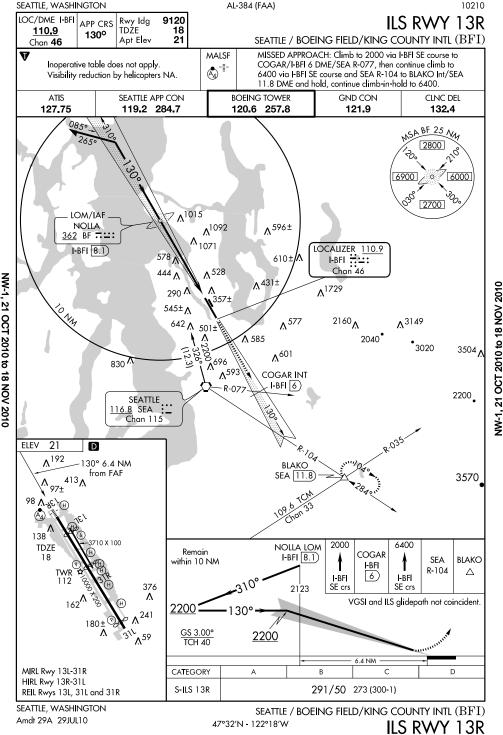
increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

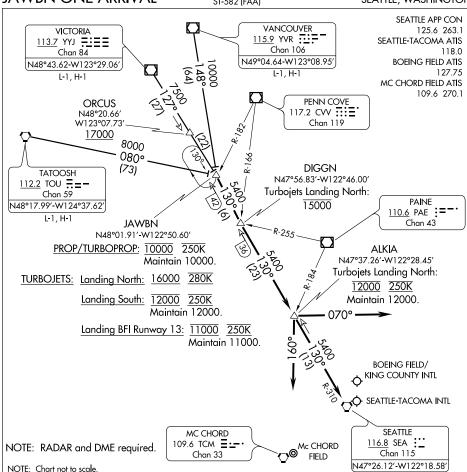
21 OCT 2010 to 18 NOV 2010

10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	



ILS or LOC RW





TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

<u>LANDING NORTH:</u> Depart ALKIA INT heading 160° for vectors to final approach course. LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

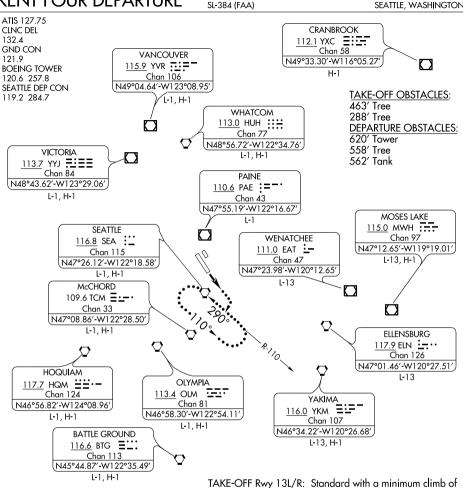
LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

(KENTT4.KENTT) 10210 SEATTLE/BOEING FIELD/KING COUNTY INTL (RFT)

## KENT FOUR DEPARTURE

SL-384 (FAA)

SEATTLE, WASHINGTON



V

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing right turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

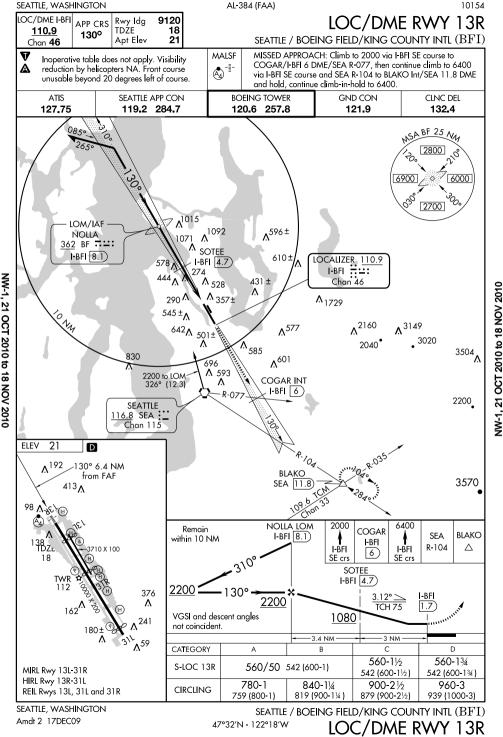
KENT FOUR DEPARTURE (KENTT4.KENTT) 10210

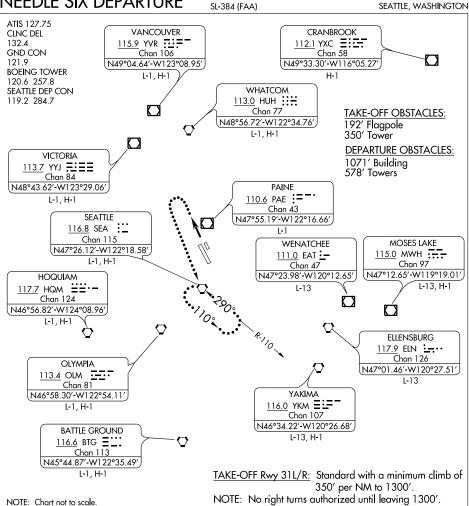
SEATTLE, WASHINGTON

W-1, 21 OCT 2010 to 18 NOV 2010

380' per NM to 700'.

NOTE: No left turns authorized until leaving 1000'.





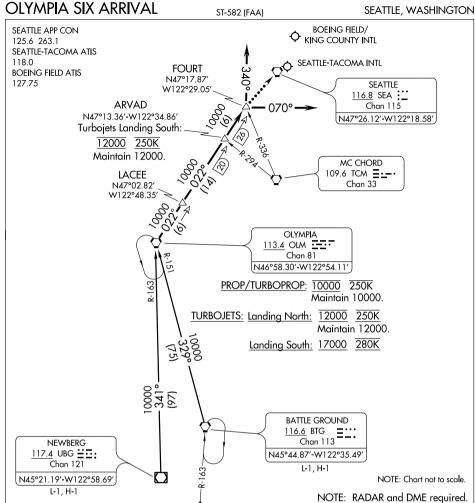
V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 31L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing left turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

## **NEEDLE SIX DEPARTURE** (NEEDL6.NEEDL) 10210



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

 $\frac{\text{NEWBERG TRANSITION (UBG.OLM6):}}{\text{OLM R-}163 \text{ to OLM VORTAC.}} \text{ From over UBG VOR/DME via UBG R-}341 \text{ and}$ 

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOLIRT INT/OLM 26 DME, thence

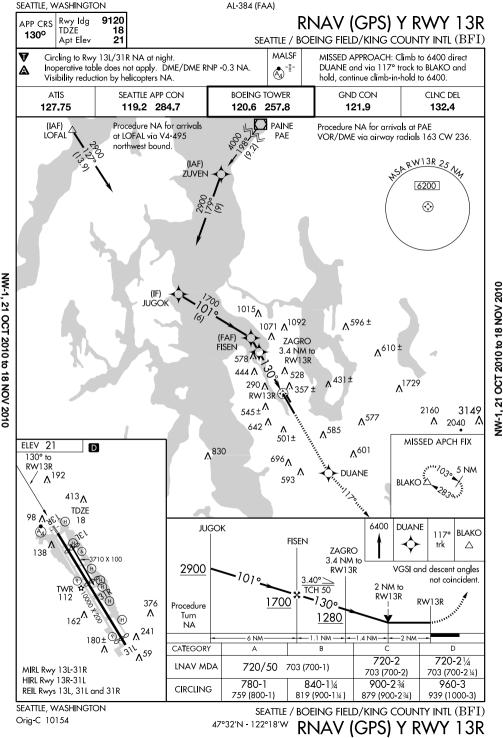
to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence... LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final

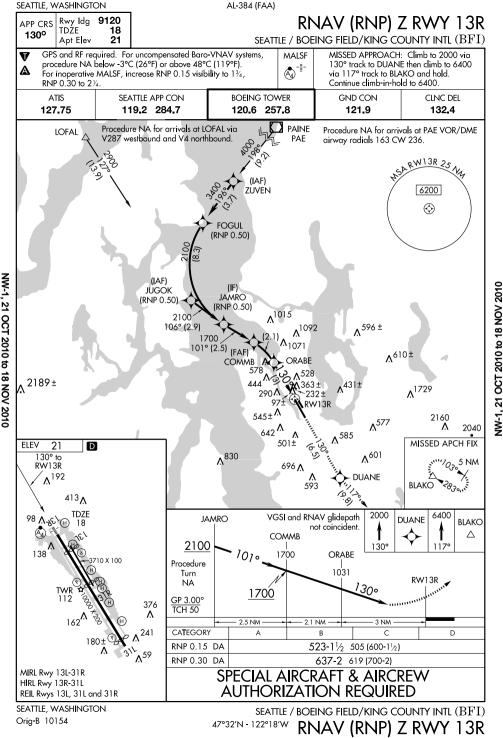
approach course.

LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

<u>LOST COMMUNICATIONS:</u> From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

## Olympia six arrival





SEATTLE-TACOMA INTL (SEA)

10266

NOTAM FILE SEA

SEATTLE

SEATTLE

SEATTLE

IAP, AD

H-1B, L-1D

WASHINGTON KENMORE AIR HARBOR SPB (W55) 1 N N47°37.74′ W122°20.32′ AOE

COMMUNICATIONS: CTAF 122.9 SEATTLE SEAPLANES SPB (ØWØ) 1 N UTC-8(-7DT) N47°37.66′ W122°19.91′

FUEL 100LL, JET A

(ADCUS) available.

WATERWAY 16-34: 5000X500 (WATER)

NOTAM FILE SEA WATERWAY 18-36: 9500X300 (WATER) SEAPLANE REMARKS: Attended 1600Z‡-dusk. Small watercraft activity on lake. COMMUNICATIONS: CTAF 122.9 (SEA) 10 S UTC-8(-7DT)

NOTAM FILE SEA

SEAPLANE REMARKS: Attended dawn-dusk. Fuel avbl emergency only. Night landings not recommended due to unlighted small watercraft. Red buoy indicates start and stop area for tkfs and ldgs. Increased boating ops on lake Apr 15 thru Oct 15. All tkf and ldg in center of lake. Special noise abatement rules in effect ctc operator for pattern information. Do not taxi closer than 200' from shoreline except in close proximity to Kenmore Air Harbor. Call 425-486-1257 X2010 for approval at least 3 hrs prior to arrival. Docking fee. Flight Notification Service

SEATTLE-TACOMA INTL N47°26.99' W122°18.71' FUEL 100LL, JET A, A1 LRA Class I, ARFF Index E RWY 16L-34R: H11901X150 (CONC-GRVD) S-100, D-230, 2D-600, 2D/2D2-1400 PCN 110 R/B/W/T HIRL

RWY 16L: ALSF2. TDZL. PAPI(P4L)-GA 3.0° TCH 79'. 0.6% down. RWY 34R: TDZL, MALSR, PAPI(P4L)—GA 2.75° TCH 82', 0.8% up. RWY 16C-34C: H9426X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350, 2D/2D2-800 PCN 71 R/B/W/T HIRL CL RWY 16C: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 76', 0.6% down. RWY 34C: MALSR. PAPI(P4L)—GA 3.0° TCH 62'. Tree. RWY: 16R-34L H8500X150 (CONC-GRVD) S-100, D-216, 2D-448,

2D/2D2-1157, C5-817 PCN 89 R/B/W/T HIRL CL RWY 16R: ALSF2. TZL. PAPI(P4R)—GA 3.0° TCH 69'. 0.6% down. RWY 34L: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. 0.8% up. RUNWAY DECLARED DISTANCE INFORMATION: RWY 16L: TORA-11901 TODA-11901 ASDA-11901 LDA-11901 RWY 16C: TORA-9426 TODA-9426 ASDA-9426 LDA-9426 RWY 16R: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 34L: TORA-8500 TODA-8500 ASDA-8500 LDA-8500 RWY 34C: TORA-9426 TODA-9426 ASDA-9426 LDA-9426 RWY 34R: TORA-11901 TODA-11901 ASDA-11901 LDA-11901

AIRPORT REMARKS: Attended continuously. Bird flocks within airport

vicinity—check local advisories. Helicopters Idg and departing avoid overflying fuel farm located at the SE corner of the arpt. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and

rwys. Do not mistake Twy T for landing sfc. Twy A south of Twy G restricted to acft with wingspan 225' and smaller. Taxilane around N satellite restricted to acft with wingspans of 200' or less except for gates N7-N9. Access to air cargo 4 parking and cargo areas rstd to acft with wingspans of 118' or less. Twy for corporate hangar ramp ltd to acft with 104' or less wingspan for taxi ops. GA customs parking is very limited. PPR for all

reverse thrust is discouraged byd what is necessary for opr or safety reasons. NS ABTMT procedures in effect between 0600-1400Z‡. For further information ctc SEA NS ABTMT office at 206-787-7496. Touchdown, midpoint and rollout runway visual range avbl Rwy 16C, Rwy 34C, Rwy 16L, Rwy 34R, Rwy 16R, and Rwy 34L.

Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Seattle-Tacoma Intl Gatehold Procedures, Oceanic Departures.

general aviation parking and svc, ctc 206-433-5481. Between the hours of 0600-1500Z‡, the use of extdd

WEATHER DATA SOURCES: ASOS (206) 431-2834.

COMMUNICATIONS: D-ATIS 118.0 (206) 241-6025 **UNICOM** 122.95

R SEATTLE APP CON 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) 125.6 (West) 125.9 (076°-160° Rwy 34) (301°-340° Rwy 16) 126.5 (161°-198°) 133.65 (ARR Rwy 16) 123.9

(R) SEATTLE DEP CON 119.2 (DEP Rwy 16) 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) 125.6 (West) 125.9 (076°-160° Rwy 34) (301°-340° Rwy 16) 126.5 (161°-198°) 123.9 SEATTLE TOWER 119.9 (Rwy 16L-34R, Rwy 16C-34C) 120.95 (Rwy 16R-34L) GND CON 121.7 126.87 (Cargo

north ramp) 122.27 (South ramp) CLNC DEL 128.0 AIRSPACE: CLASS B See VFR Terminal Area Chart.

#### CONTINUED ON NEXT PAGE

180

#### WASHINGTON

at fld. 354/19E.

DME also serves ILS Rwv 16C.

SFATTLE

## CONTINUED FROM PRECEDING PAGE N47°26 12' W122°18 58'

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA

(H) VORTACW 116 8 SFA Chan 115

I-CJL ILS/DME 110.75 Chan 44(Y)

Rwv 16R. Class IIIE. ILS/DME 110.75 I-BEJ Chan 44(Y) Rwv 34L.

Class IIE.

ILS/DME 110.3 I-SFA Chan 40 Rwv 34R. Class IID. DME also serves ILS Rwv 16L. I-SZI Rwy 16C. DME also serves ILS Rwy 34C. LOC front ILS/DME 111.7 Chan 54 Class IIIE.

Rwv 34C.

course unusable bvd 10 NM, blo 2.500'.

IIS/DMF 110 3 I-SNO Chan 40 Rwv 16I Class IIIF Localizer unusable bvd 15° left of course, bvd 14 NM blo 3.000'. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when wx is

N48°15.97′ W124°18.84′

Class IIE.

RWY 26: VASI(V2L)—GA 4.0° TCH 35' (nights only). Tree.

800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when wx is less than 800/2. I-TUC

**SEKIU** (11S) UTC-8(-7DT) 0 NW

355 R NOTAM FILE SEA

IIS/DMF 111 7

movements. **COMMUNICATIONS: CTAF 122.9** 

S6

RWY 09R: Trees. Rgt tfc.

RWY 09R-27L: H3510X40 (ASPH)

RWY 09L-27R: 3500X100 (TURF)

SEQUIM VALLEY

144

RWY 08-26: H2997X50 (ASPH) RWY 08: Thid dspled 900', Hill.

(W28)

FUEL 100LL

LIRI

Chan 54

AIRPORT REMARKS: Unattended, Deer on and in vicinity of arot Sep-Mar, High ridge along N side of rwy, Turbulence on E end apph over water, Difficult apph when wind from N. PPR for other than single engine acft, call arpt manager

360-457-1138. Rwy 08-26 poor subsurface drainage during wet weather conditions causes rwy surface

4 NW

UTC-8(-7DT) NOTAM FILE SEA

LIRI RWY 271 · Trees

RWY 27R: Trees.

RWY 09L: Fence. Rgt tfc. AIRPORT REMARKS: Attended 1700-0100Z±. Deer on and in the vicinity

of arpt, Rwy 09L fence covered with 5' shrubs, Rwy 09L-27R PPR for landing call 360-683-4444. Rwy 09R-27L has a 6" shoulder. Rwy 27L marked with broken line. Paved twys cross turf

Rwy 09L-27R. COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

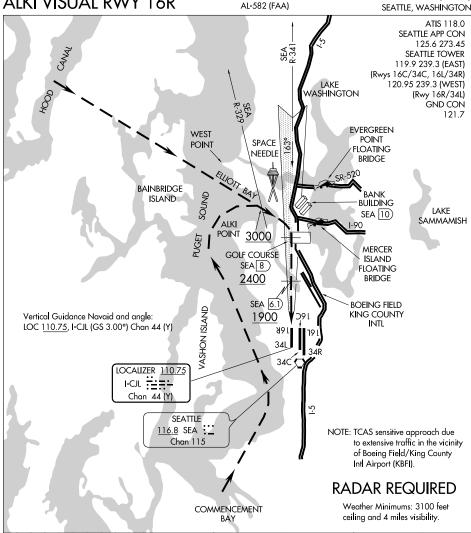
TATOOSH (H) VORTACW 112.2 TOU

Chan 59 N48°17.99' W124°37.62'

079° 59.1 NM to fld. 1652/22E. HIWAS.

N48°05.89' W123°11.23' SFATTLE L-1E

SHADY ACRES (See SPANAWAY)



## ALKI VISUAL APPROACH RWY 16R

15

10 NM

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an ALKI Visual Runway 16R Approach. When cleared for an ALKI Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R Localizer/SEA R-341 on Runway 16R extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

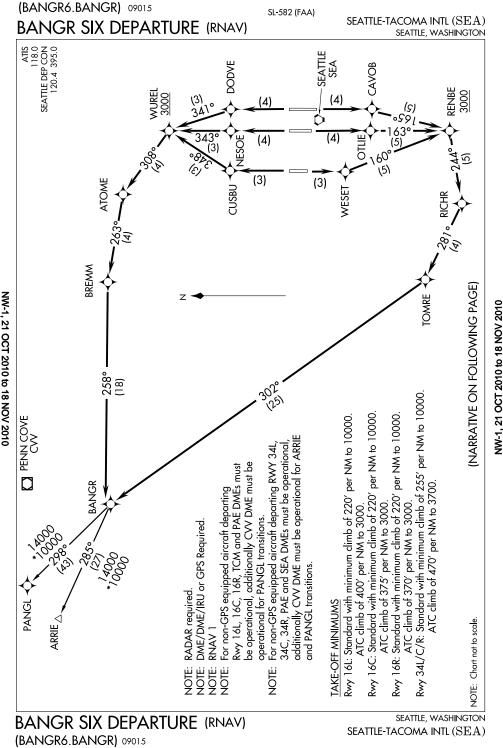
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V

NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . .

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL

at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

. . . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

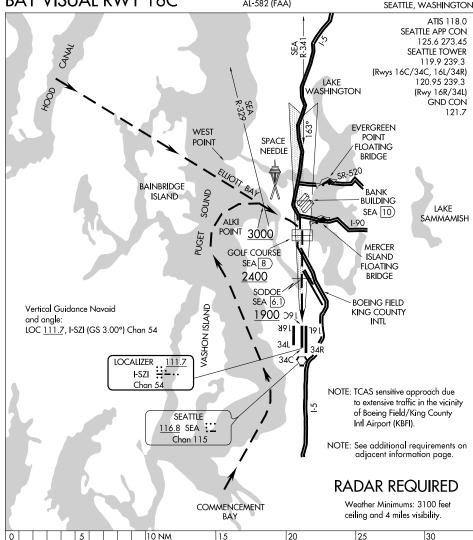
ARRIE TRANSITION (BANGR6.ARRIE)
PANGL TRANSITION (BANGR6.PANGL)

#### TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL. Rwy 16C: Trees begining 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.



## **BAY VISUAL APPROACH RWY 16C**

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16C Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16C Localizer/SEA R-341 on Runway 16C extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

#### AL-582 (FAA)

## SEATTLE-TACOMA INTL AIRPORT

## **ALERT NOTICE**

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C. verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

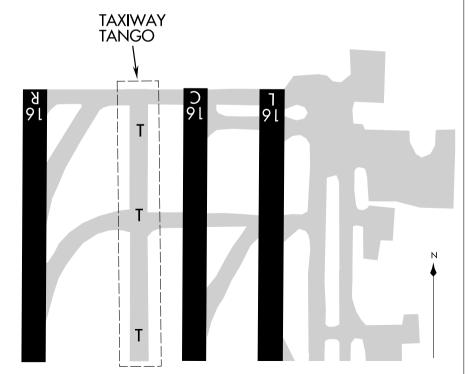
#### TRANSITION TO VISUAL:

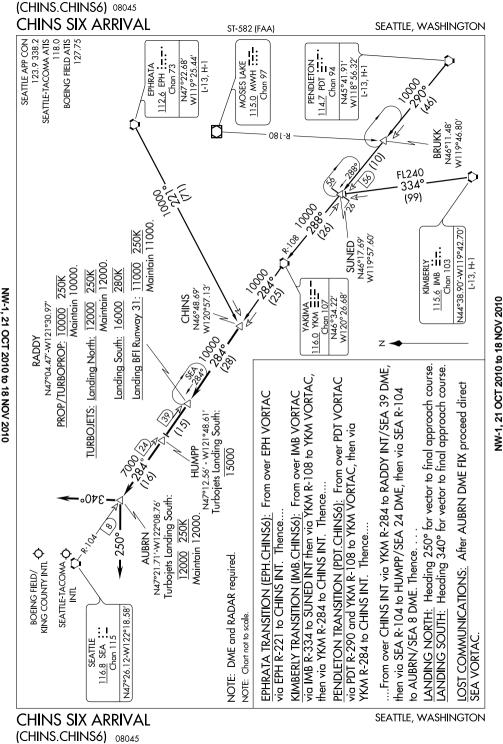
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

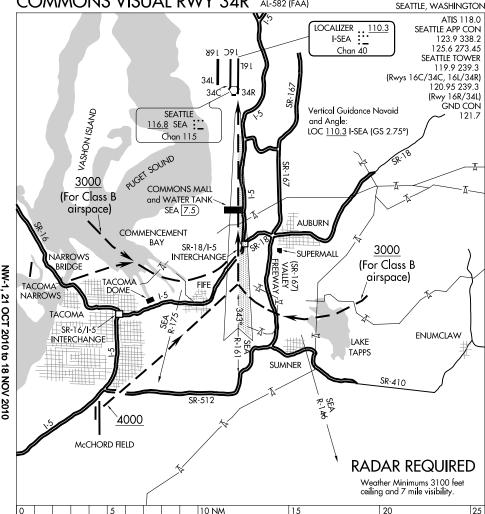
#### RECOMMENDTION:

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Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.







#### COMMONS VISUAL APPROACH RWY 34R

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Field or Lake Tapps for a Commons Visual Runway 34R Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34R. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to the runway.

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON ATIS 118 0 SEATTLE APP CON 123.9 263.1 SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) R-341 120.95 239.3 (Rwy 16R/34L) GND CON 121.7 LAKE /ASHINGTON HUSKY **STADIUM** PUGET SEA [13] 5000 EVERGREEN KIRKLAND POINT I-405/SR-520 BRIDG **SPACE** INTERCHANGE NEEDLE BANK LAKE BUILDING SAMMAMISH MERCER ISLAND FLOATING **FINKA** BRIDGE SEA 6.1 I-405/I-90 1900 INTERCHANGE **BOEING FIELD** KING COUNTY Vertical Guidance Navaid and anale: LOCALIZER 110.75 INTL LOC 110.75, I-CJL (GS 3.00°), Chan 44 (Y) 34C ŀCJL <u>∺</u> Chan 44 (Y) LAKE NOTE: TCAS sensitive approach due to YOUNGS extensive traffic in vicinity of Boeing Field/King County Intl Airport. RADAR REQUIRED **SEATTLE** 116.8 SEA :-Weather Minimums: 5000 feet Chan 115 ceiling and 4 miles visibility.

#### DAWG VISUAL APPROACH RWY 16R

15

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Dawg Visual Runway 16R Approach. When cleared for a Dawg Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

5

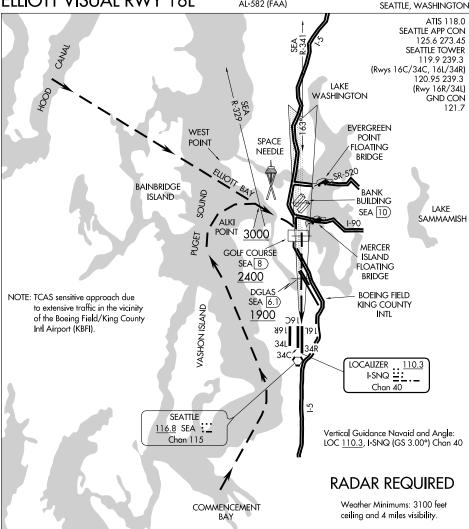
10 NM

20

30

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0



### 15 ELLIOTT VISUAL APPROACH RWY 16L

10 NM

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an Elliott Visual Runway 16L Approach. When cleared for an Elliott Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the 16L Localizer/SEA R-341 on Runway 16L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitude shown at the visual checkpoints or associated DME/fix positions.

5

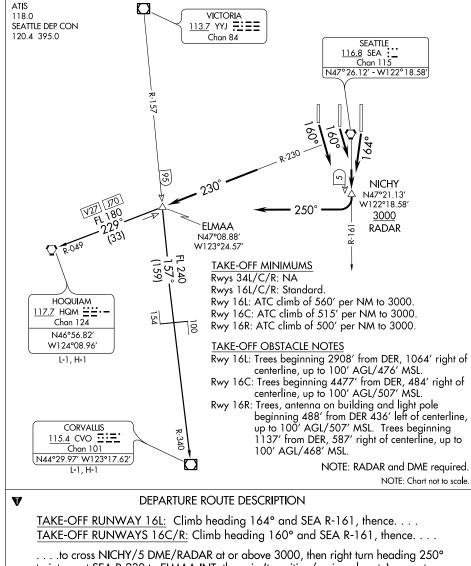
20

25

30

0

NW-1, 21 OCT 2010 to 18 NOV 2010



to intercept SEA R-230 to ELMAA INT, then via (transition/assigned route), expect filed altitude/flight level 15 NM from SEA.

CORVALLIS TRANSITION (ELMAA8.CVO): From over ELMAA INT via YYJ R-157 and CVO R-340 to CVO VOR/DME.

HOQUIAM TRANSITION (ELMAA8.HQM): From over ELMAA INT via HQM R-049 to HQM VORTAC.

(EPH.EPH6) 10042 FPHRATA SIX ARRIVAL SEATTLE, WASHINGTON ST-582 (FAA) SEATTLE APP CON 123.9 338.2 SEATTLE-TACOMA ATIS 118.0 **BOEING FIELD ATIS** 127.75 PAINE 110.6 PAE := Chan 43 FLAAK N47°45.58′ SPOKANE W121°26.95' 115.5 GEG • -250KIAS Chan 102 -R-086 250° 12000 26.50 65 R-066 (85) 18000 R-082 2620 250° **HETHR** N47°33.54′ **EPHRATA** W122°08.70′ 112.6 EPH :... Chan 73 **ODESS** N47°22.68′-W119°25.44′ MOSES LAKE N47°08.21′ BOEING FIELD/ 115.0 MWH :... W117°58.45′ KING COUNTY INTL \_ Chan 97 H-1 ♦ SEATTLE-TACOMA INTL SEATTLE 116.8 SEA :: Chan 115 N47°26.12′-W122°18.58′ NOTE: DME and RADAR required.

ODESS TRANSITION (ODESS.EPH6): From over ODESS INT via EPH R-082 to EPH VORTAC. Thence....

....From over EPH VORTAC via EPH R-265 and PAE R-086 to FLAAK INT. Then via heading 250° to intercept the SEA R-023, then via SEA R-023 to HETHR DME Fix, thence....

LANDING NORTH: Heading 160° for vectors to final approach course; LANDING SOUTH: Heading 250° for vectors to final approach course.

LOST COMMUNICATIONS: From over HETHR DME proceed direct SEA VORTAC.

## EPHRATA SIX ARRIVAL

SEATTLE, WASHINGTON

NW-1, 21 OCT 2010 to 18 NOV 2010

(EPH.EPH6) 10042

BOEING FEED/

# ARRIVAL

(HAROB3.HAROB) 09015 SL-582 (FAA) SEATTLE-TACOMA INTL ( $\operatorname{SEA}$ ) HAROB THREE DEPARTURE (RNAV) SEATTLE, WASHINGTON ATIS 118.0 **ATOME** SEATTLE DEP CON **BREMM** 120.4 395.0 (4)WUREL 3000 NOTE: RADAR required. NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1 DODVE **CUSBU**  $\overline{\omega}$ 4  $\overline{\omega}$ **SEATTLE SEA** 4 WESET CAVOB **EMRLD** RICHR **HAROB** 10000 255° 232° RENBE (5)\*3600 (14)3000 (12)HOQUIAM 232 HQM NOTE: For non-GPS equipped aircraft departing Rwys 16L 16C, 16R, HQM and TCM DMEs must be **FEPOT** operational, additionally OLM DME must be operational for HQM transitions and ONP DME must be operational for HISKU transitions. NOTE: For non-GPS equipped aircraft departing Rwys 34L 34C, 34R, PAE and SEA DMEs must be operational, additionally OLM and HQM DMEs must be **ERAVE** operational for HQM transitions and ONP DME must be 15000 \*5400 -159° (155) operational for HISKU transitions. TAKE-OFF MINIMUMS Rwy 16L: ATC climb of 400' per NM to 9900. Rwy 16C/R: ATC climb of 400' per NM to 9700. Rwy 34L/C/R: ATC climb of 470' per NM to 5600. ➤ HISKU (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. SEATTLE, WASHINGTON HAROB THREE DEPARTURE (RNAV) SEATTLE-TACOMA INTL (SEA)(HAROB3.HAROB) 09015

NW-1, 21 OCT 2010 to 18 NOV 2010

### HAROB THREE DEPARTURE (RNAV)

V

NW-1, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE

at or above 3000, then via depicted route to HAROB, thence. . . . TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE

at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

. . . via (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

**ERAVE TRANSITION (HAROB3.ERAVE)** 

FEPOT TRANSITION (HAROB3.FEPOT)

HISKU TRANSITION (HAROB3.HISKU) HOQUIAM TRANSITION (HAROB3.HQM)

### TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL. Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

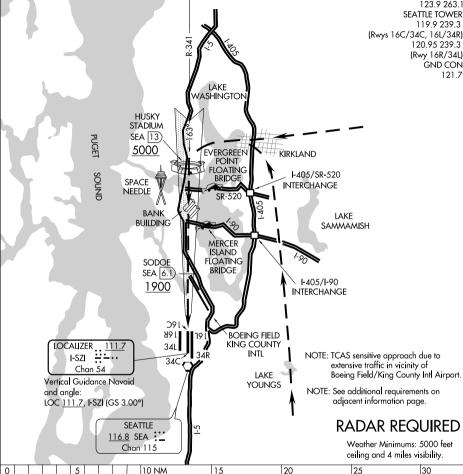
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

21 OCT 2010 to 18 NOV 2010

10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	

SEATTLE-TACOMA INTL (SEA) SEATTLE, WASHINGTON ATIS 118.0 SEATTLE APP CON 123.9 263.1 SEATTLE TOWER 119.9 239.3 (Rwys 16C/34C, 16L/34R) 120.95 239.3 (Rwy 16R/34L) GND CON 121.7 LAKE SAMMAMISH



### HUSKY VISUAL APPROACH RWY 16C

10 NM

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16C Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16C localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

#### SEATTLE-TACOMA INTL AIRPORT

#### **ALERT NOTICE**

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C. verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

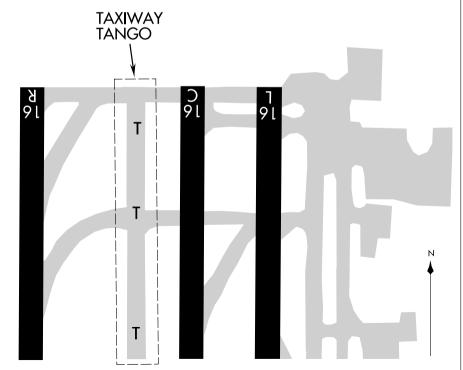
#### TRANSITION TO VISUAL:

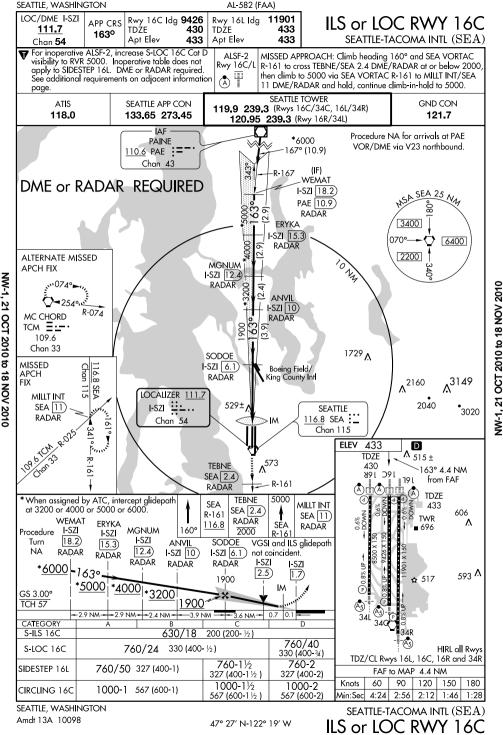
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

#### RECOMMENDTION:

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Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.





#### AL-582 (FAA)

### **ALERT NOTICE**

SEATTLE-TACOMA INTL AIRPORT

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

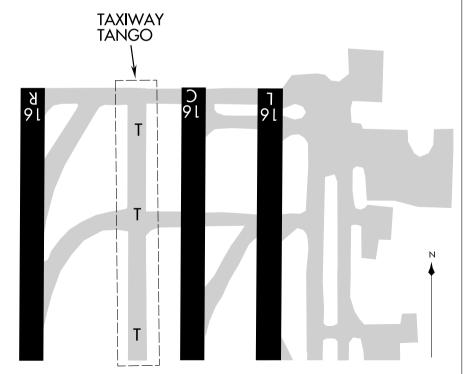
#### TRANSITION TO VISUAL:

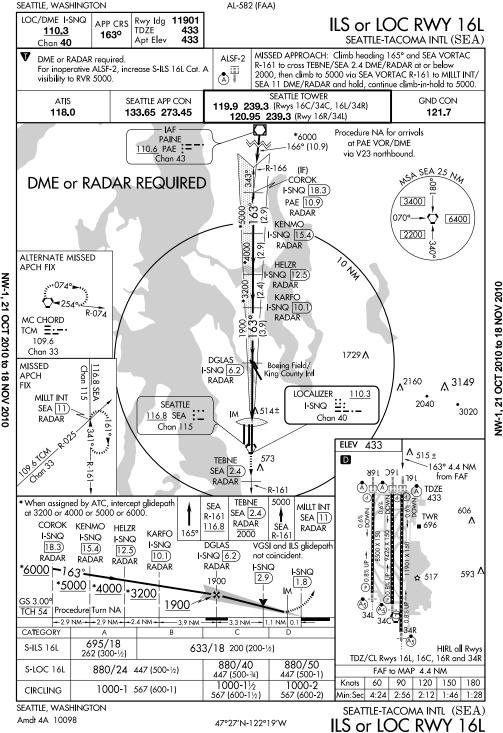
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

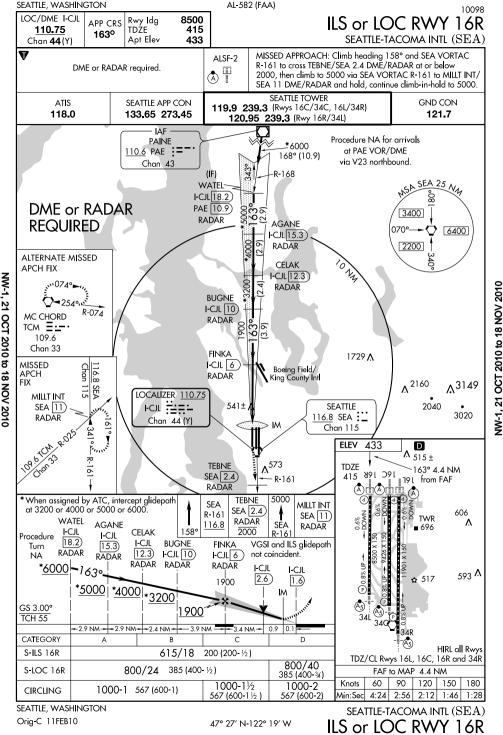
#### RECOMMENDION:

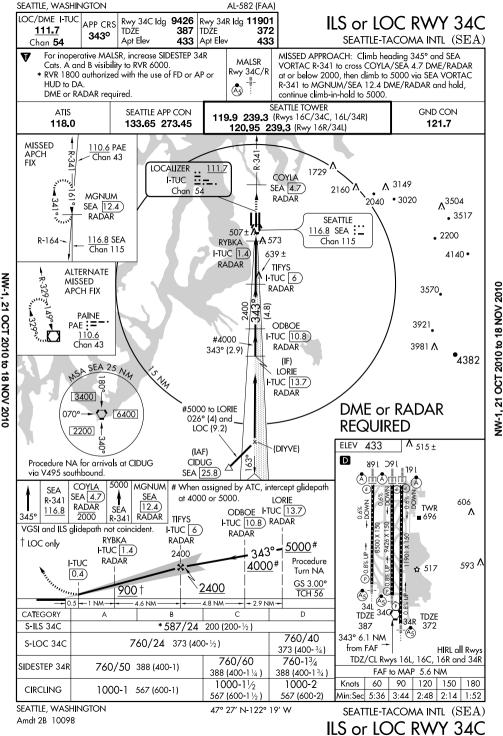
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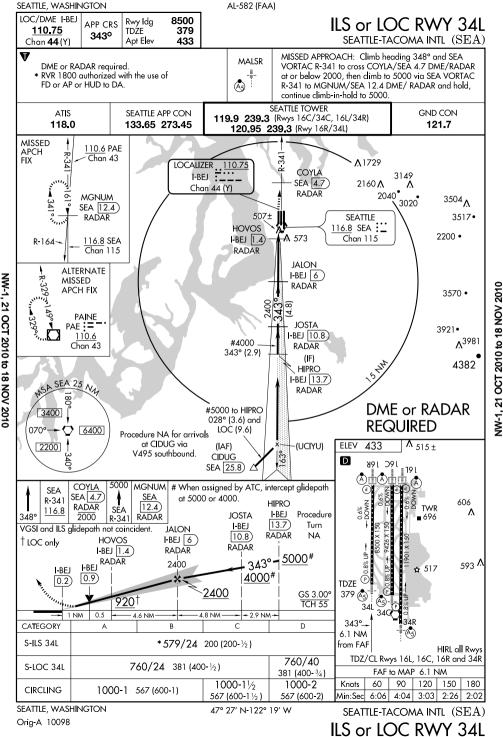
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

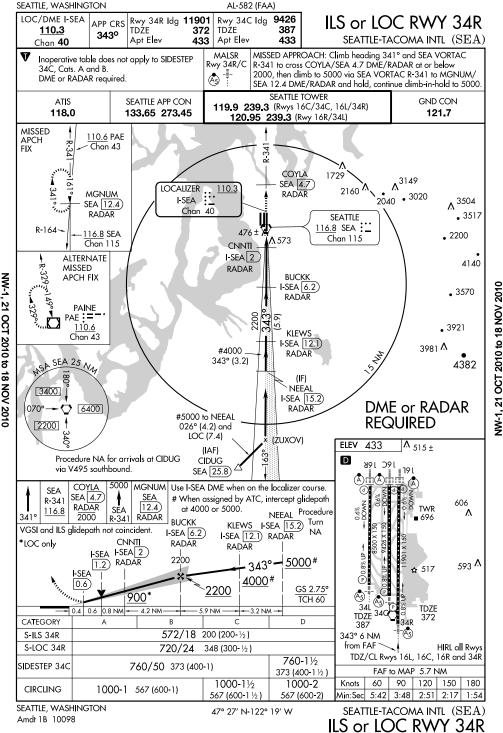


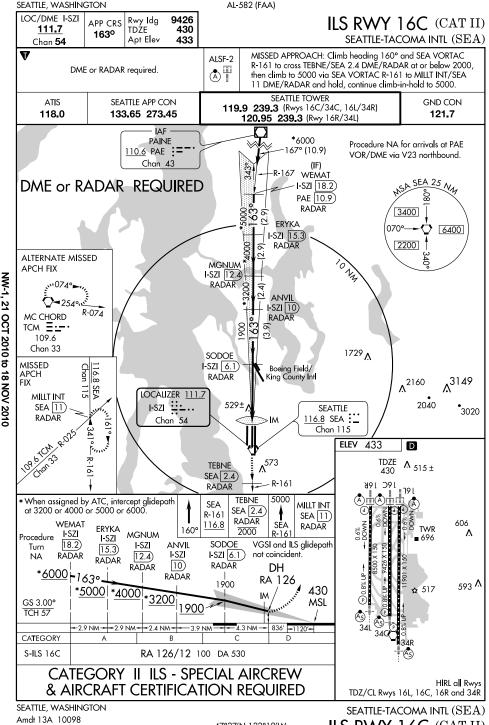




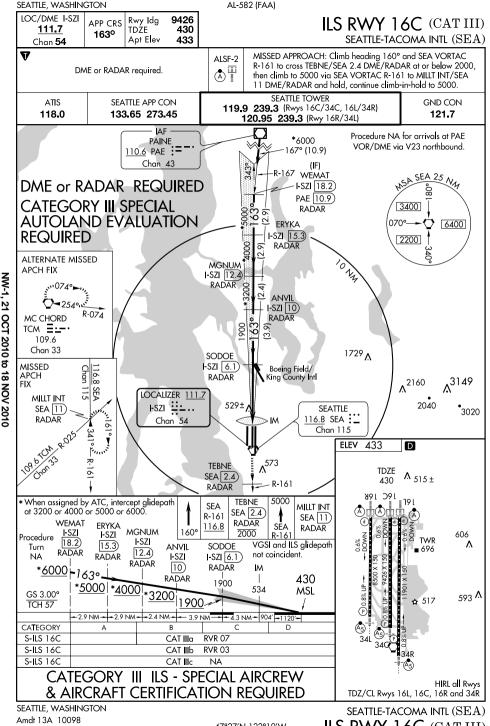




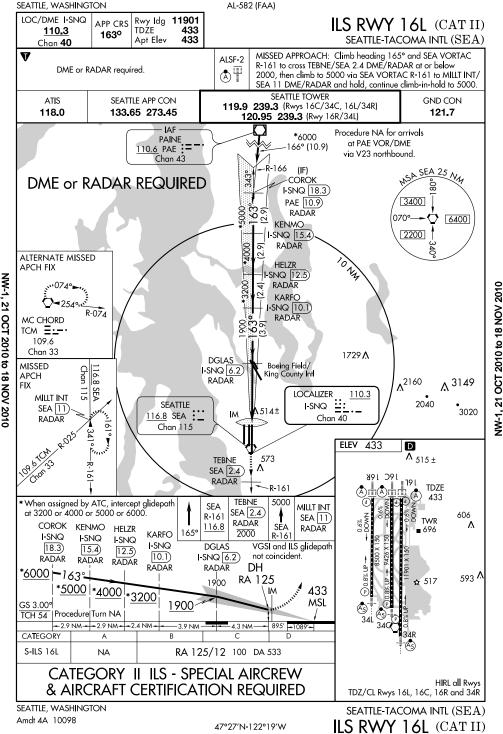


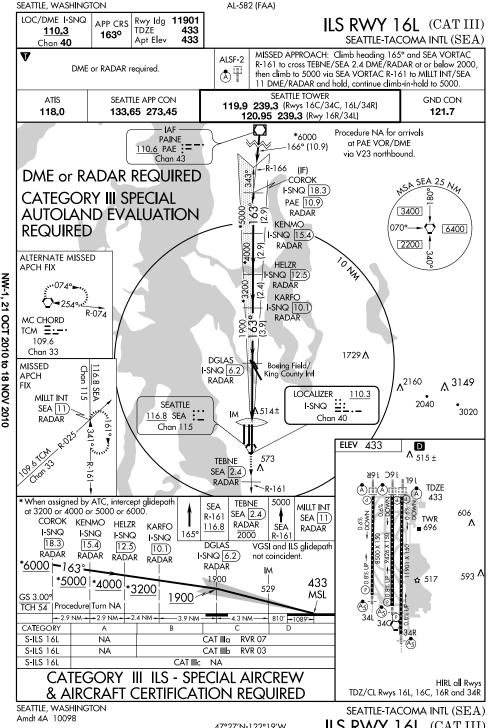


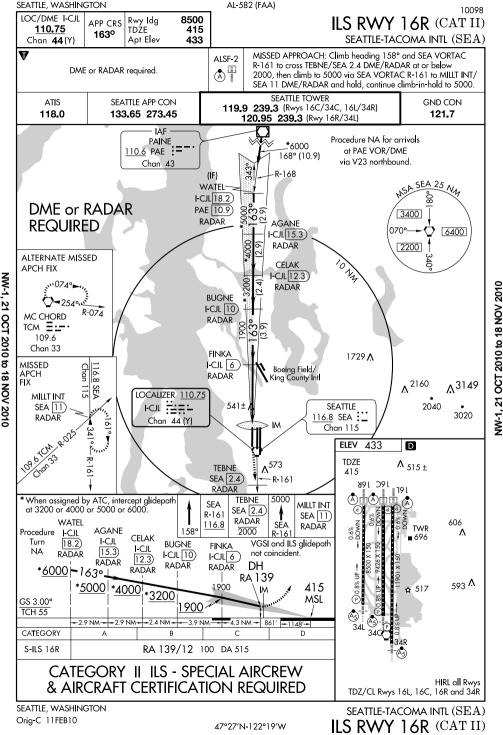
ILS RWY 16C (CAT II)

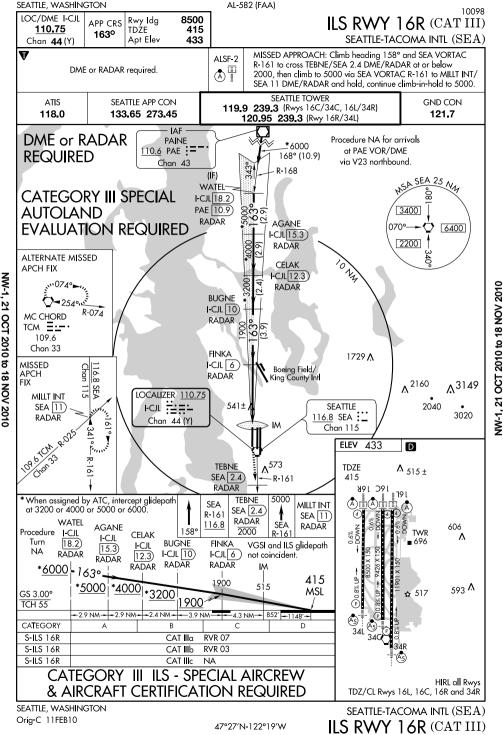


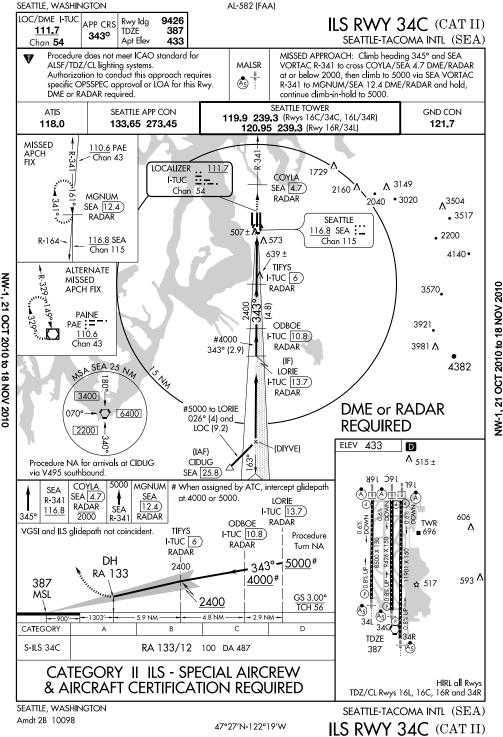
ILS RWY 16C (CAT III)

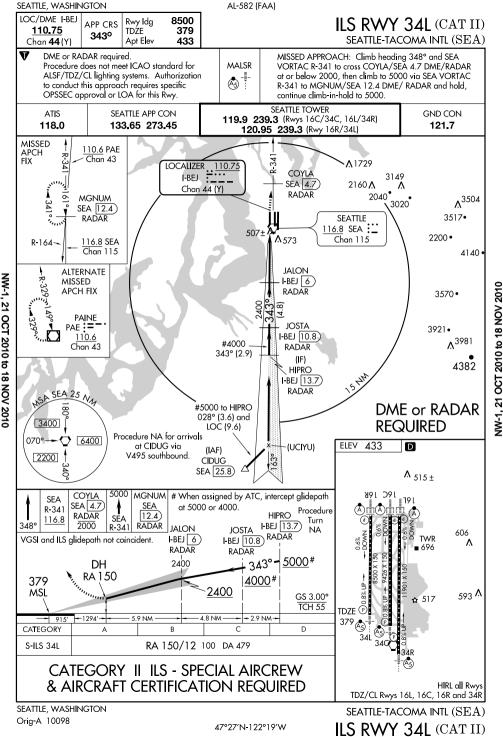


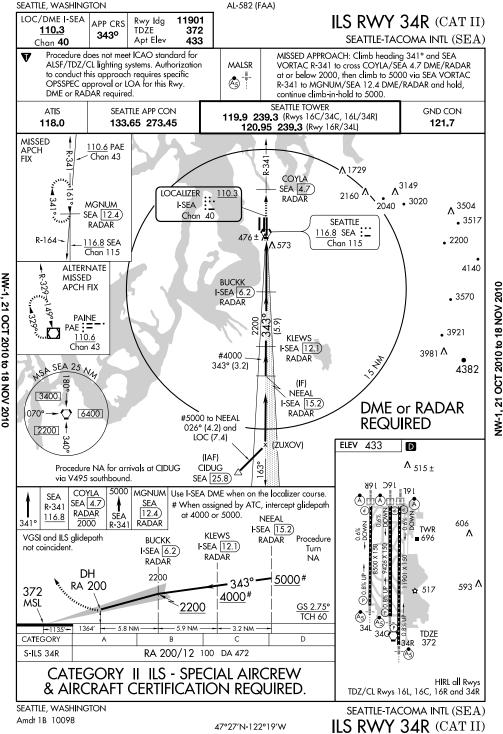




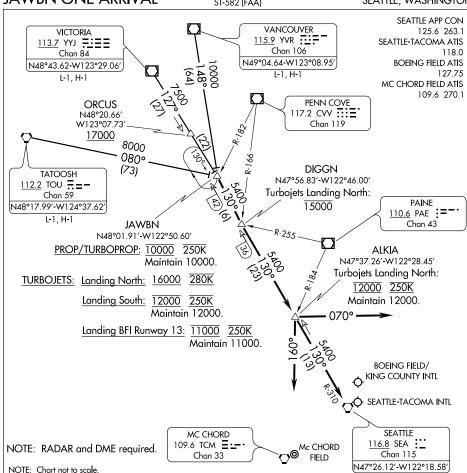








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TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

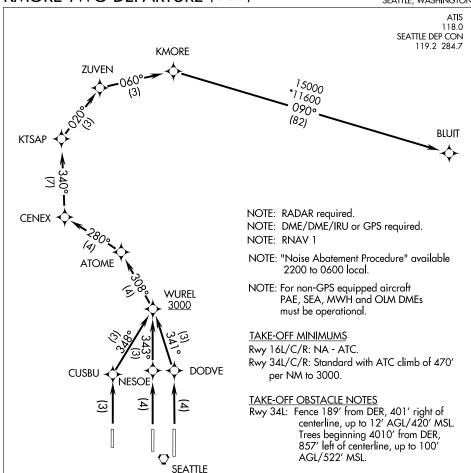
VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course. LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.



#### NOTE: Chart not to scale. V

NW-1, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . . TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL

at or above 3000, then via depicted route to BLUIT, thence. . . . TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL

at or above 3000, then via depicted route to BLUIT, thence. . . .

**SEA** 

. . . .via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

(KTSAP3.KTSAP) 09015

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)SEATTLE, WASHINGTON

280°

**CUSBU** 

ω

**ATOME** 

 $\widehat{4}$ 

**SEATTLE** 

SEA

**WUREL** 

3000

CENEX

KTSAP THREE DEPARTURE (RNAV)

ATIS 118.0 **TATOOSH** SEATTLE DEP CON 119.2 284.7 TOU 15000 \*9400 2>4° 193j **KTSAP** 

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1

NOTE: "Noise Abatement Procedure" available 2200 to 0600 local.

NOTE: For non-GPS equipped aircraft PAE DME must be operational.

TAKE-OFF MINIMUMS Rwy 16L/C/R: NA - ATC. Rwy 34L/C/R: Standard with ATC climb of

470' per NM to 3000. TAKE-OFF OBSTACLE NOTES

up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline,

NOTE: Chart not to scale. V

NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . . TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL

at or above 3000, then via depicted route to TOU VORTAC, thence. . . . TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . .

....via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

KTSAP THREE DEPARTURE (RNAV)

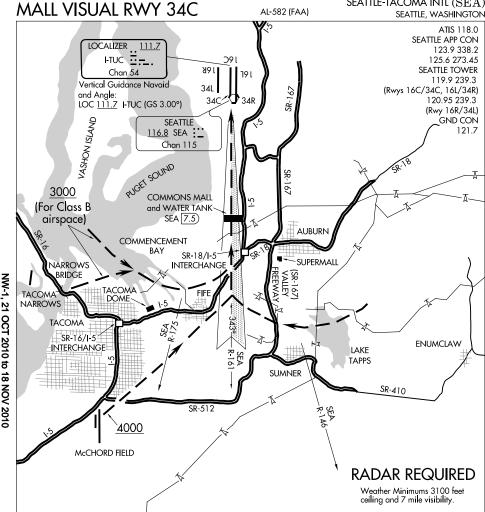
SEATTLE, WASHINGTON SEATTLE-TACOMA INTL (SEA)

NW-1, 21 OCT 2010 to 18 NOV 2010

DODVE

(KTSAP3.KTSAP) 09015

25



#### MALL VISUAL APPROACH RWY 34C

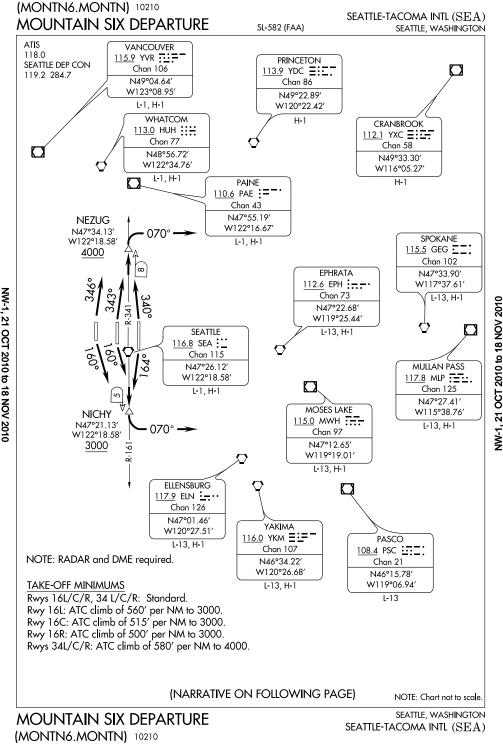
15

10 NM

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Field or Lake Tapps for a Mall Visual Runway 34C Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34C as assigned. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34C.

5

20



V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161 to cross NICHY at or above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . . TAKE-OFF RUNWAY 34R: Climb heading 340° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

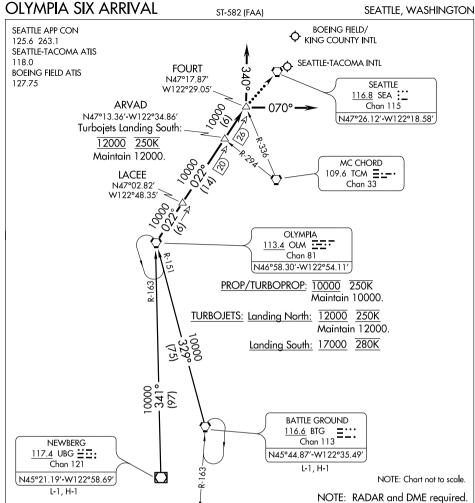
.Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA.

LOST COMMUNICATIONS: If no contact with ATC leaving 4000', proceed direct SEA VORTAC, then proceed on course.

# TAKE-OFF OBSTACLE NOTES

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL. Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/468' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.



BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence....

 $\frac{\text{NEWBERG TRANSITION (UBG.OLM6):}}{\text{OLM R-}163 \text{ to OLM VORTAC.}} \text{ From over UBG VOR/DME via UBG R-}341 \text{ and}$ 

....From over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOLIRT INT/OLM 26 DME, thence

to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence... LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final

approach course.

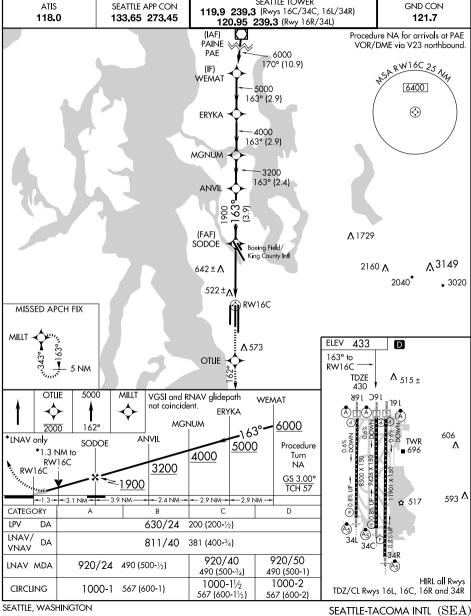
LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course.

<u>LOST COMMUNICATIONS:</u> From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

### Olympia six arrival

SEATTLE, WASHINGTON AL-582 (FAA) 9426 WAAS Rwy Idg RNAV (GPS) RWY 16C APP CRS TDŹE 430 CH 61010 163° SEATTLE-TACOMA INTL (SEA)Apt Elev 433 W16B For uncompensated Baro-VNAV systems, LNAV/VNAV ALSF-2 MISSED APPROACH: Climb direct OTLIE to cross OTLIE NA below -15°C (5°F) or above 47°C (116°F). **A** at or below 2000, then climb to 5000 via track 162° to DME/DME RNP-0.3 NA. MILLT and hold, continue climb-in-hold to 5000. See additional requirements on adjacent information page. SEATTLE TOWER ATIS SEATTLE APP CON GND CON 119.9 239.3 (Rwys 16C/34C, 16L/34R) 118.0 133.65 273.45 121.7 120,95 239,3 (Rwy 16R/34L) Procedure NA for arrivals at PAE PAINE V VOR/DME via V23 northbound PAE 6000 5ARW16C 25 1/4 170° (10.9) (IF) WĖMAT 6400 5000 163° (2.9) **( ERYKA** 4000 1.63° (2.9) MGNUM -3200 NW-1, 21 OCT 2010 to 18 NOV 2010 163° (2.4) ANVI 163 (FAF) Λ 1729 SODOE Boeing Field/ King County Intl

WW-1, 21 OCT 2010 to 18 NOV 2010



RNAV (GPS) RW

# RNAV (GPS) RWY 16C

### SEATTLE-TACOMA INTL AIRPORT

### **ALERT NOTICE**

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

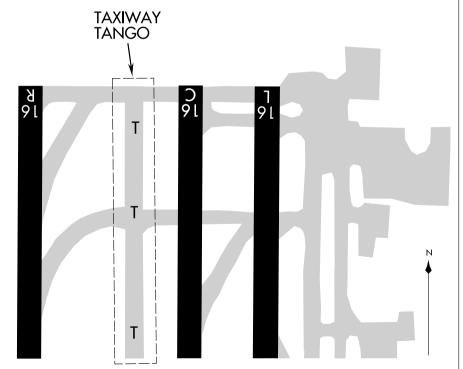
#### TRANSITION TO VISUAL:

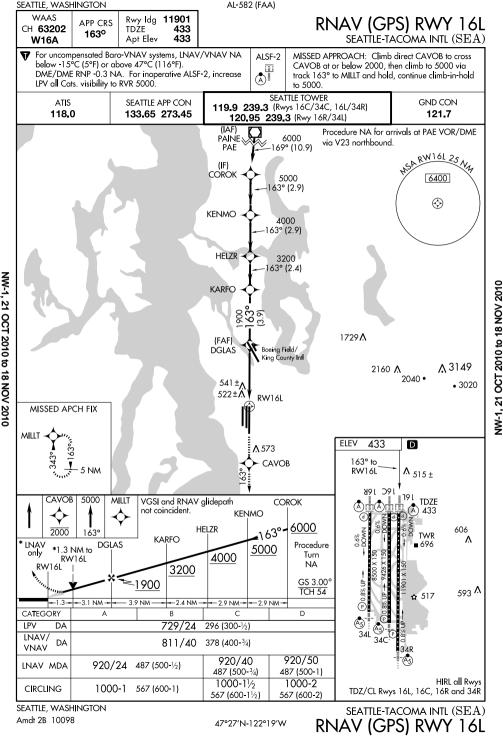
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

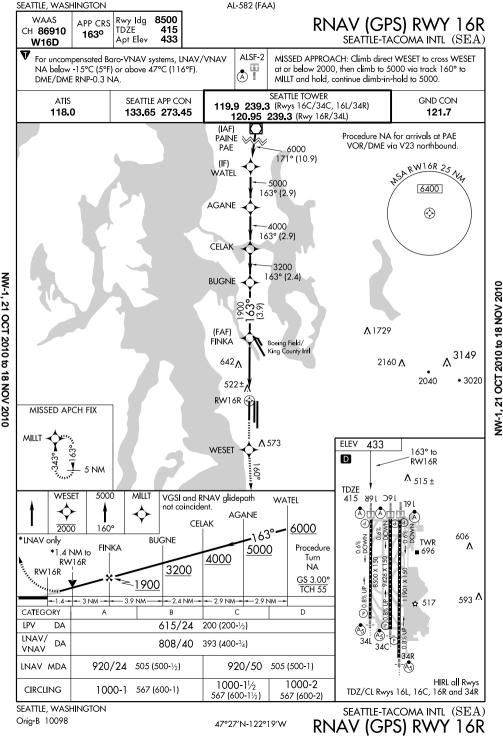
#### RECOMMENDION:

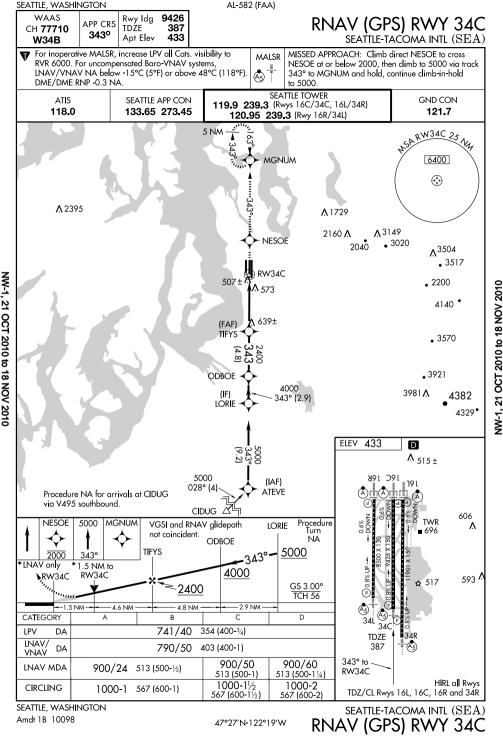
NW-1, 21 OCT 2010 to 18 NOV 2010

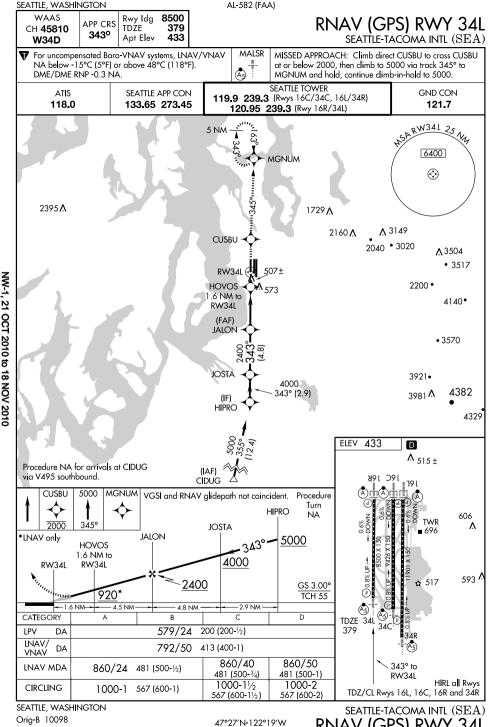
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

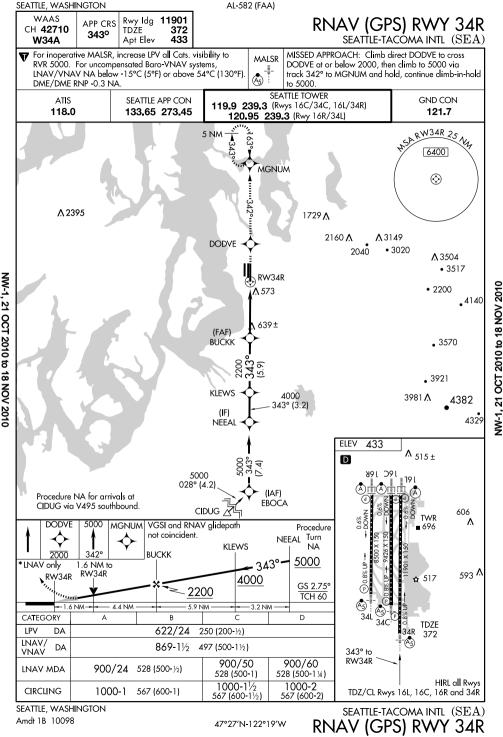












1 P.B

**J9**L

19 L

34R

LOCALIZER

VASHON ISLAND

I-BEJ

Chan 44 (Y)

110.75

SEATTLE APP CON

123.9 338.2

125.6 273.45

119.9 239.3

(Rwy 16R/34L)

GND CON 121.7

NW-1, 21 OCT 2010 to 18 NOV 2010

25

SEATTLE TOWER

(Rwys 16C/34C, 16L/34R) 120.95 239.3

**ENUMCLAW** 

RADAR REQUIRED

Weather Minimums 3100 feet

ceiling and 7 mile visibility.

20

SEATTLE

Chan 115

COMMONS MALL and WATER TANK

116.8 SEA

SR-167

SR-167

# SALTY VISUAL APPROACH RWY 34L

10 NM

Vertical Guidance Navaid and Angle:

LOC 110.75, I-BEJ (GS 3.00°), Chan 44 (Y)

15

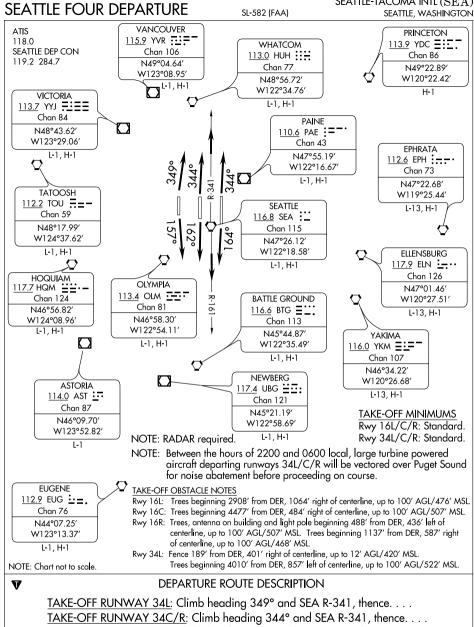
When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Salty Visual Runway 34L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34L. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34L.

SALTY VISUAL RWY 34L

5

47°27′N-122°19′W

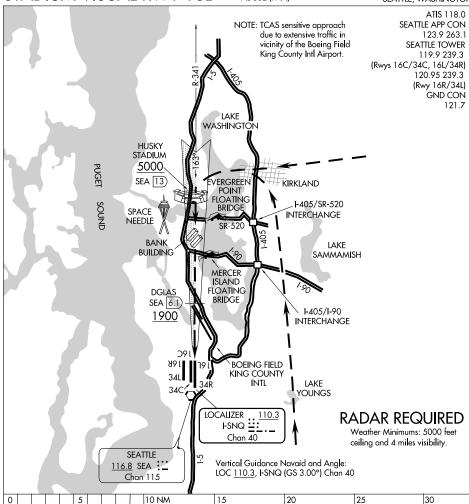
SEATTLE, WASHINGTON



TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . . .

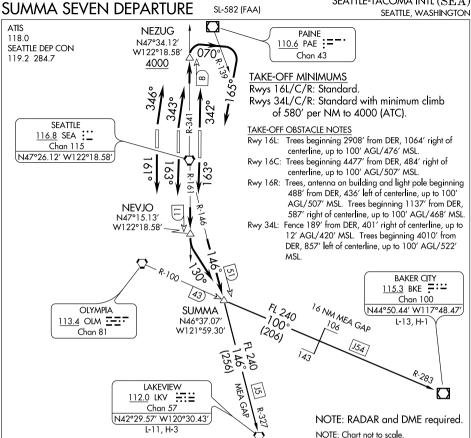
TAKE-OFF RUNWAY 16C: Climb heading 162° and SEA R-161, thence. . . . TAKE-OFF RUNWAY 16R: Climb heading 157° and SEA R-161, thence. . . .

.Maintain assigned altitude, expect radar vectors to assigned route.



# STADIUM VISUAL APPROACH RWY 16L

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Stadium Visual Runway 16L Approach. When cleared for a Stadium Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 34R: Climb heading 342° and SEA R-341, thence. . . .

. . . . to cross NEZUG at or above 4000, then right turn heading 070° to cross the PAE R-139, then right turn heading 165° to intercept SEA R-146 to SUMMA INT, then via assigned transition.

TAKE-OFF RUNWAYS 16L/C: Climb heading 163° and SEA R-161, thence. . . . TAKE-OFF RUNWAY 16R: Climb heading 161° and SEA R-161, thence. . . .

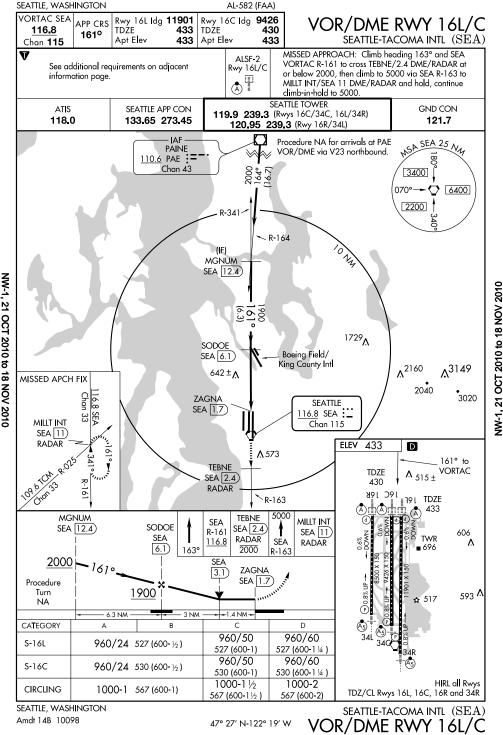
... to NEVJO, then left turn heading 130° to intercept the SEA R-146 to SUMMA INT, then via assigned transition.

BAKER CITY TRANSITION (SUMMA7.BKE): From over SUMMA INT via OLM R-100 and BKE R-283 to BKE VOR/DME.

LAKEVIEW TRANSITION (SUMMA7.LKV): From over SUMMA INT via SEA R-146 and LKV R-327 to LKV VORTAC.

SUMMA SEVEN DEPARTURE

SEATTLE, WASHINGTON



### SEATTLE-TACOMA INTL AIRPORT

# **ALERT NOTICE**

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

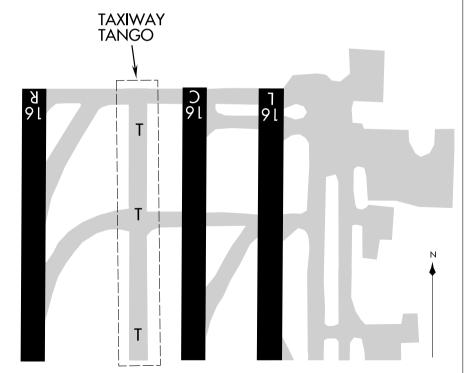
#### TRANSITION TO VISUAL:

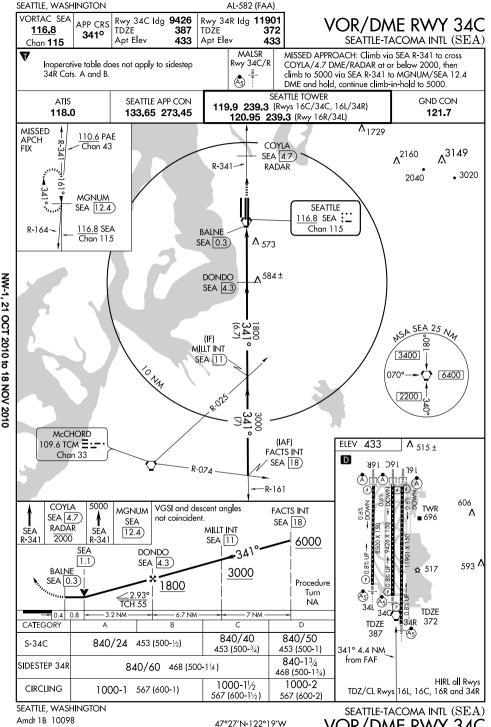
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

#### **RECOMMENDTION:**

NW-1, 21 OCT 2010 to 18 NOV 2010

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.





WASHINGTON 181 SHELTON SANDERSON FLD (SHN) 3 NW UTC-8(-7DT) N47°14.01′ W123°08.85′ SEATTI E 273 B S4 FUEL 100LL JET A NOTAM FILE SHN H-1B, L-1D RWY 05-23: H5005X100 (ASPH) S-55, D-72, 2D-130 MIRI IAP 0.3% up NE RWY 05: Trees. Rgt tfc. €3 RWY 23: REIL, PAPI(P4L)—GA 3.0° TCH 35', Trees. AIRPORT REMARKS: Attended 1600-0030Z‡, Parachute Jumping, 24 hr

Œ credit card fuel facility. WEATHER DATA SOURCES: ASOS 119.275 (360) 427-3835. €3 COMMUNICATIONS: CTAF/UNICOM 122.8 €3 (R) SEATTLE APP/DEP CON 121.1 ~ ~3 Zone RADIO AIDS TO NAVIGATION: NOTAM FILE OLM **NIYMPIA (H) VORTACW** 113 4 OI M Chan 81 N46°58 30' C3 308° 18.7 NM to fld. 200/19E. HIWAS. W122°54.11' MASON CO NDR (MHW) 348 MNC N47°14 89' W123°05 18' 232° 2.7 NM to fld. NOTAM FILE SHN. 43 NDB unmonitored, NDB unusable 280°-340°beyond 20 NM.

# **SILVERDALE** APFX AIRPARK (8W5) 2 NW UTC-8(-7DT) N47°39.41′ W122°43.99′ 525 B S4 NOTAM FILE SEA Not insp. RWY 17-35: H2500X28 (ASPH) LIRL

COMMUNICATIONS: CTAF/UNICOM 122 8 SKAGIT/BAY VIEW N48°28.12' W122°25.10'. NOTAM FILE BVS.

RWY 35: Rgt tfc. AIRPORT REMARKS: Attended continuously. Caution: children and pets etc on invof arpt. No line of sight between rwy ends. Twy east side rwy. Use caution on twy. Trees, acft and buildings in transition sfcs.

1 E UTC-8(-7DT) N47°42.66′ W121°20.34′

AIRPORT REMARKS: Unattended. CLOSED yearly 1 Oct-1 June. Vehicles, pedestrians and animals on and invof rwy. CTC Washington State Division of Aeronautics 360-651-6300 or 1-800-552-0666, for facility information prior

NDB (MHW) 240 BVS

SKYKOMISH STATE

1002

SKAGIT RGNL

at Skagit Rgnl. NDB unusable 350°-030° byd 20 NM. (See BURLINGTON/MOUNT VERNON)

SKY HARBOR (See SULTAN) SKYLINE SPB

NOTAM FILE SEA RWY 06-24: 2050X100 (TURF) RWY 06: Trees.

COMMUNICATIONS: CTAF 122 9 SNOHOMISH CO (PAINE FLD)

(S88)

(See ANACORTES)

RWY 24: Trees.

(See EVERETT)

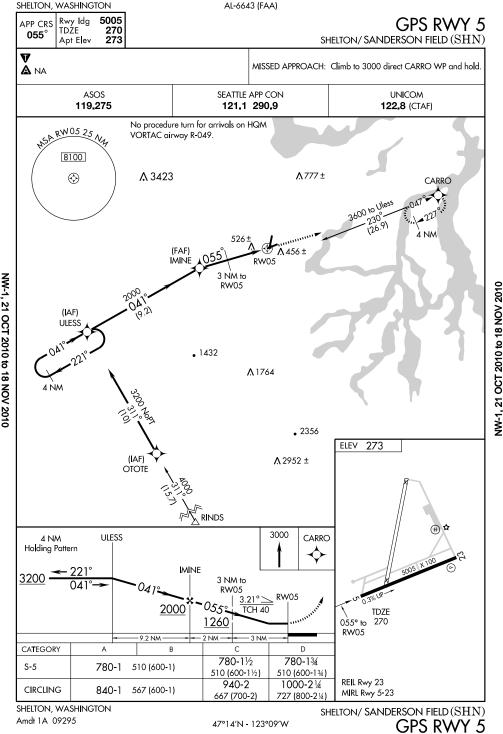
to use. Mountains surround arpt. Rwy soft when wet.

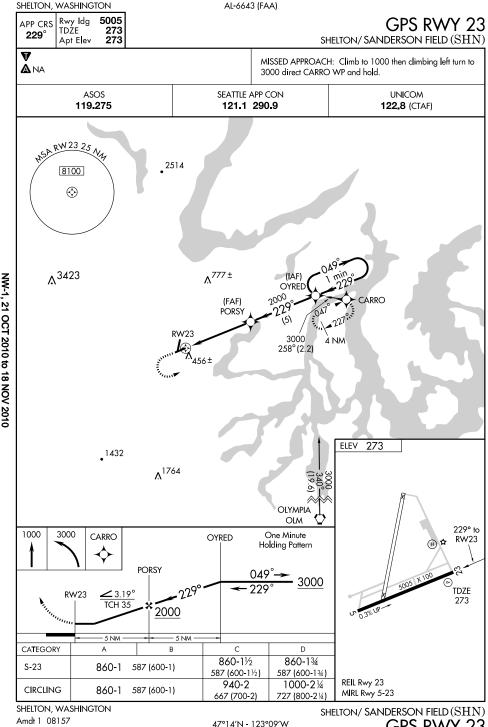
SFATTI F

SEATTLE

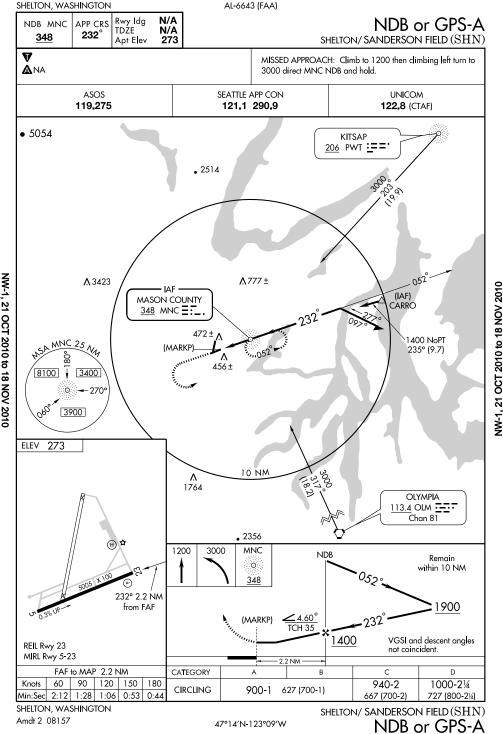
SEATTLE

L-1E





GPS RWY 23



WASHINGTON 182

FUEL 100. JET A TPA-1006(984)

# HARVEY FLD

RWY 15L-33R: H2671X36 (ASPH)

HZIMOHONZ

RWY 15L: TRCV(TRIR)-GA 5.0° TCH 30'. Thid dsplcd 451'. P-line. Rgt tfc. RWY 33R: TRCV (TRIR)—GA 3.0° TCH 30'. Thid dsplcd 241'. Trees. RWY 15R-33L: 2430X100 (TURF)

RWY 15R: P-line. Rgt tfc.

PAINE (L) VORW/DME 110.6

FUEL 100LL

RWY 11-29: H3005X52 (ASPH)

**COMMUNICATIONS: CTAF 122.9** 

SOUTHWEST WASHINGTON RGNL

NOTAM FILE SEA RWY 16-34: H1800X20 (ASPH) LIRL

SHADY ACRES (3B8)

RWY 16: Trees.

**COMMUNICATIONS: CTAF 122.9** 

RWY 16-34: H2724X20 (ASPH)

COMMUNICATIONS: CTAF 122.9 R SEATTLE APP/DEP CON 126.5

RWY 16: Thid dspicd 200'. Tree.

373 **FUEL** 100LL

**SPANAWAY** 

(2S9)

ACTIVATE MIRL Rwy 11-29-122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

SOUTH BEND (RAYMOND)

RWY 11: Trees.

WILLAPA HARBOR

R

AIRPORT REMARKS: Attended Nov-Mar 1530-0200Z‡, Apr-Oct 1530-0500Z‡. Fuel 24 hour credit card svc avbl.

Parachute Jumping. Helicopter training west of rwys 500' and blo. High voltage P-line 22' high 25' from apch

SEATTLE CENTER APP/DEP CON 128.5

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE PAE.

NOTAM FILE SEA

RWY 29: Trees. AIRPORT REMARKS: Unattended. Fuel unavbl indef. Watch for elk on and in vicinity of arpt. Rwy 11-29 52' wide with 22.5' asph trtd shoulders. Rotating bcn OTS indef. ACTIVATE rotating bcn-122.8.

HOQUIAM (H) VORTAC 117.7 HOM Chan 124 N46°56.82' W124°08.96' 119° 20.1 NM to fld. 10/19E. HIWAS.

S-12

end of Rwy 15L. Additional parachute student drop zone 1 NM E of arpt marked with white X. Arriving helicopter tfc apch helipads from NE or SE to avoid student drop zone. Parachute drop zone between Rwy 15L-33R and

RWY 33L: Trees.

S-10

MIRL

(See KELSO)

RWY 34: Thid dspicd 200', Road, Rgt tfc.

LIRL

**SPANAWAY** (S44) 1 S UTC-8(-7DT) N47°05.21′ W122°25.88′

S-12

TPA-988(615)

3 SE UTC-8(-7DT) N47°04.22' W122°22.27'

NOTAM FILE SEA

RWY 34: Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600Z‡-dusk, CAUTION: Military tfc on and in vicinity of arpt. Rwy 16 paved, Rwy 16 has NSTD numbers, edge lines and thid markings only, Rwy 16 number located 300' S of painted dsplcd thid.

AIRPORT REMARKS: Unattended. PPR for night ops call arpt manager 253-846-8953. Military activity on and in vicinity of arpt. Power plants with emissions that may not be visible 0.5 and 1 statute mile northeast of arpt. Dsplcd thId marked with NSTD chevrons. Rwy 16 ID is not standard distance from rwy end. Directional rwy edge Igts.

(S43) 1 SW UTC-8(-7DT) N47°54.29′ W122°06.16′

2 NW UTC-8(-7DT) N46°41.86′ W123°49.40′

LIRL (NSTD)

NOTAM FILE SEA

main twy, large gravel circle. Rwy 15L and Rwy 15R calm wind rwys. Noise abatement procedures in effect, ctc

arpt manager 360-568-1541. Rwy 15L-33R NSTD LIRL, thid Igts 360° green.

PAE Chan 43 N47°55.19′ W122°16.67′ 077° 7.1 NM to fld. 670/20E.

SFATTI F

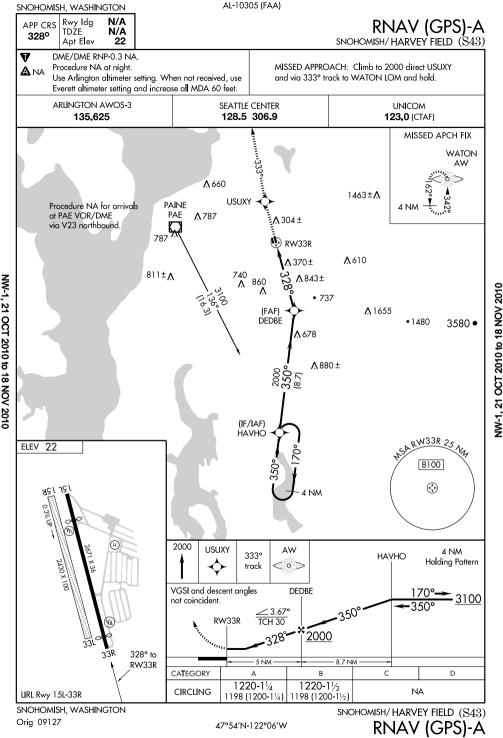
I-1D

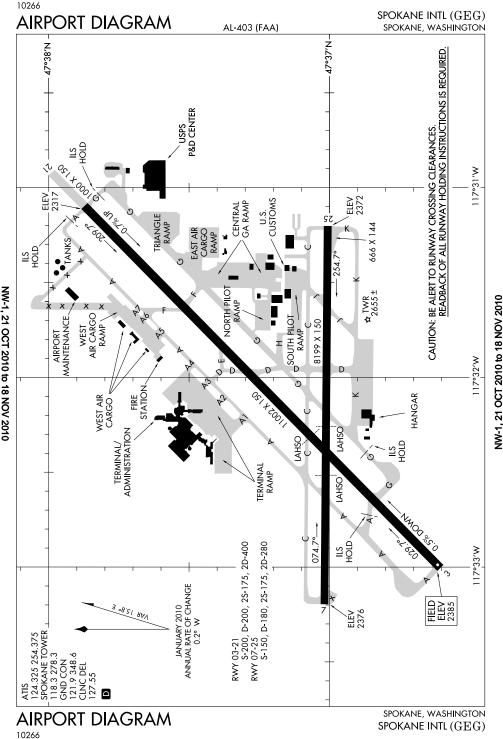
IAP

SEATTLE L-1C

SEATTLE

SEATTLE





WASHINGTON 184 SPOKANE INTL (GEG) 5 SW UTC-8(-7DT) N47°37.14′ W117°32.11′

#### RWY 03-21: H11002X150 (ASPH-GRVD) S-200, D-200, 2S-175, 2D-400 HIRL CL IAP. AD RWY 03: ALSF2, TDZL, VASI(V6L)—Upper GA 3,25° TCH 87', Lower GA 3.0° TCH 54'. Rgt tfc. 0.5% down. RWY 21: ALSF2. TDZL. PAPI(P4L)-GA 3.0° TCH 46'. Ground. Rgt 0.7% up. RWY 07-25: H8199X150 (ASPH-GRVD) S-150, D-180, 2S-175, 2D-280 MIRL RWY 07: REIL. VASI(V4L)-GA 3.2° TCH 60'. Rgt tfc. RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 50'. Tree. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY N7 03 - 212800

FUEL 100, 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE GEG H-1C, L-13B

RWY 21 07 - 257000 03-21 4350 TODA-8199

TODA-8199

invof arpt. Twy H restricted to wingspan of 75' or less. Twy K unlighted on ramp side along maintenance ramp and is unavailable below 1200 RVR unless under escort by "follow me". Rwy 03 VFR only. Rwy 21 ALSF2 may be operated as SSALR during favorable weather conditions. Be alert to turbulence over smoke stacks 1 mile E of arpt. U.S. Customs user fee arpt. Flight Notification

WEATHER DATA SOURCES: ASOS (509) 624-4406. HIWAS 115.5 GEG. UNICOM 122.95

Rwy 03.

RWY 34: Brush. Rgt tfc.

(16W)

360-651-6300 or 1-800-552-0666 for facility information prior to use.

RWY 25: Hill.

Class IIIE.

AIRPORT REMARKS: Attended Mon-Fri 1630-0130Z‡. Do not taxi on grass Oct-May. Parallel driveway adjacent to Rwy

AIRPORT REMARKS: Unattended. CLOSED 1 Oct-1 June. CAUTION: Airport located in canyon rolling terrain 700-800' S rising to 750', canyon wall 800' S rises steeply to 1800'+, N wall rises to 1600'+. Pedestrians, vehicles, and animals on and invof rwy. Portions of rwy sfc rough and soft. CTC Washington State Aviation Division

3 NW UTC-8(-7DT) N48°15.42′ W122°26.17′

7 NE UTC-8(-7DT) N46°34.99' W118°00.06'

N47°40.62′ W117°27.01′ Chan 48 Rwy 21. Class IIIE.

CRK

360°-015° bvd 26 NM blo 7.000' 300°-330° byd 30 NM blo 9,000'

GEG Chan 102 N47°33.90′ W117°37.61′ 028° 4.9 NM to fld. 2756/21E. HIWAS. VOR portion unusable:

Chan 48

RCO 122.65 122.55 122.2 (SEATTLE RADIO)

**GND CON 121.9 CLNC DEL** 127.55 (H) VORTACW 115.5

(R) APP/DEP CON 133.35 (026°-204°) 123.75 (205°-025°) TOWER 118.3 AIRSPACE: CLASS C svc ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

I-GEG

I-OLJ

NOTAM FILE SEA

STAMPEDE PASS SMP N47°15.98' W121°22.07'/3964.

CANYON NDB (MHW) 388

ASOS 135.275 360-886-2758

CAMANO ISLAND AIRFIELD (13W)

RWY 16-34: H1750X24 (ASPH) RWY 16: Tree. Rgt tfc.

COMMUNICATIONS: CTAF 122.9

LITTLE GOOSE LOCK AND DAM

COMMUNICATIONS: CTAF 122 9

NOTAM FILE SEA RWY 07-25: 3400X50 (GRVL) RWY N7. Road

ILS/DME 111.1

ILS/DME 111.1

S4

16-34.

STANWOOD

STARBUCK

COMMUNICATIONS: ATIS 124.325

Service (ADCUS) available.

RWY 07: TORA-8199 ASDA-8199 RWY 21: TORA-11002 TODA-11002 ASDA-11002 LDA-11002 RWY 25: TORA-8199 ASDA-8199 AIRPORT REMARKS: Attended 1400-0600Z‡. Waterfowl and birds on and

RUNWAY DECLARED DISTANCE INFORMATION:

2385 B S4

SEATTLE

SEATTLE

SEATTLE

L-1D

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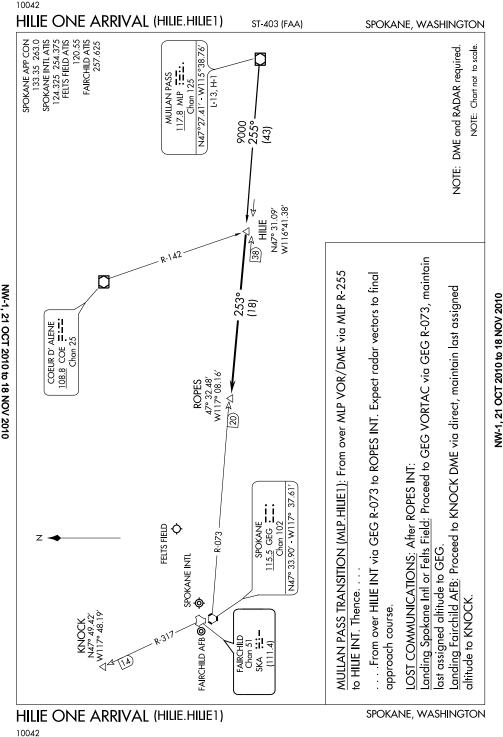
335°-360° bvd 18 NM blo 7.000'

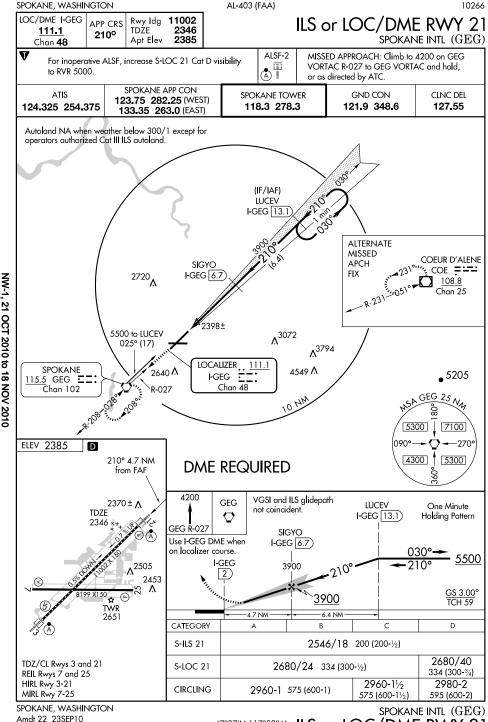
335°-360° byd 25 NM

205° 4.8 NM to fld.

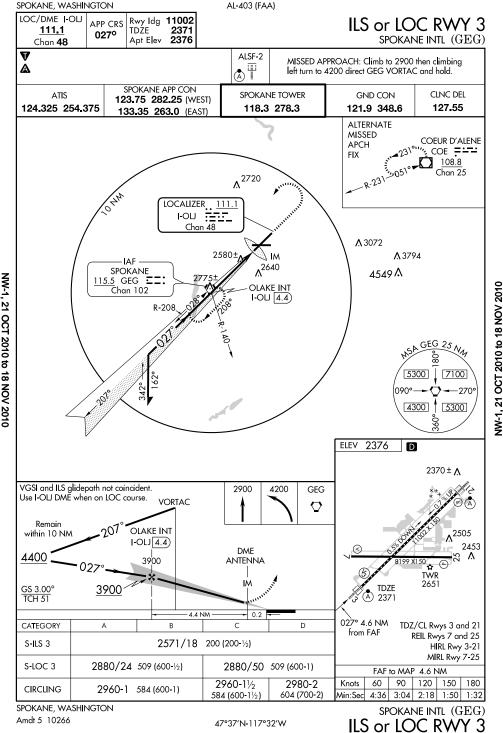
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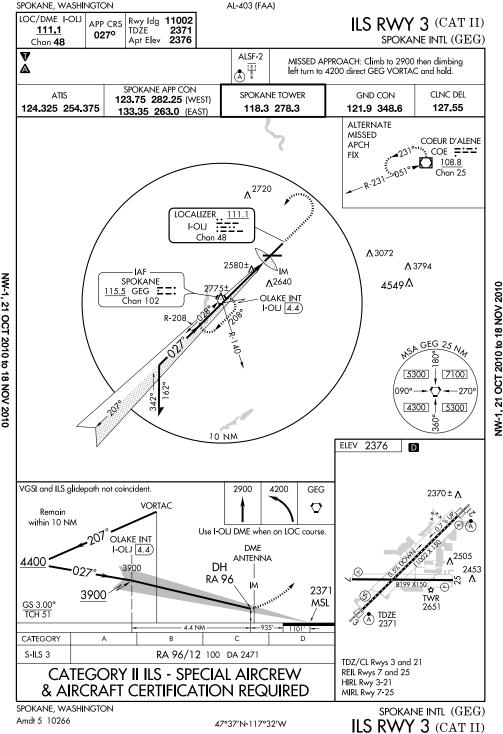
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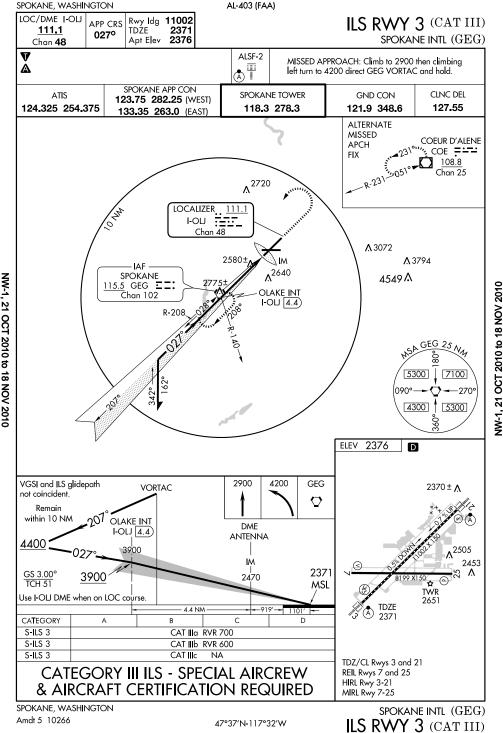


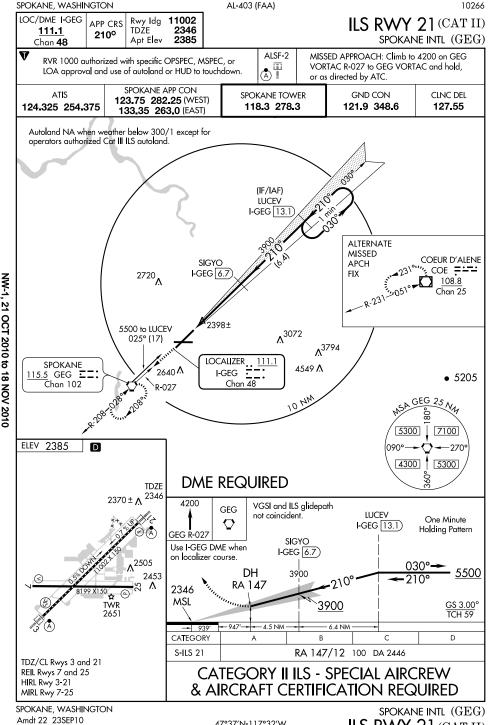


47°37′N-117°32′W ILS or LOC/DME RWY 21

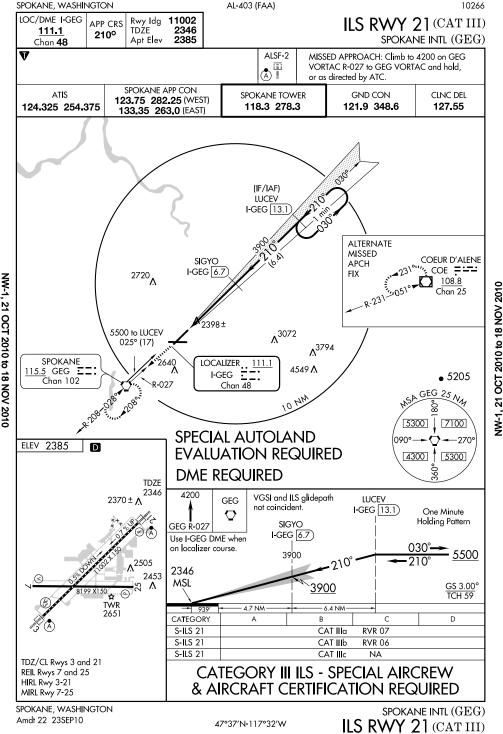








ILS RWY 21 (CAT II)



#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

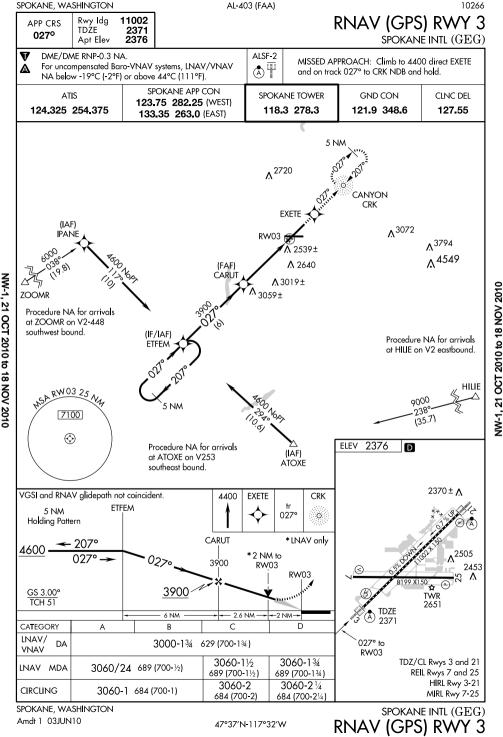
The Aeronautical Information Manual contains specific details on hold-short operations and markings.

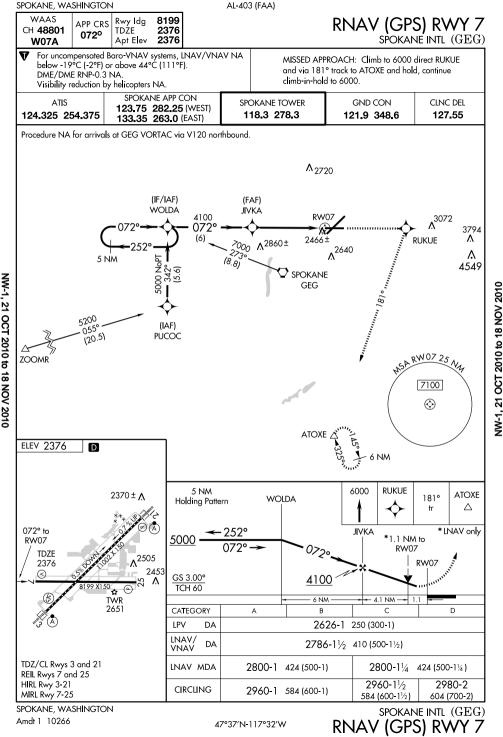
The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

21 OCT 2010 to 18 NOV 2010

PROCEDURE NOT AUTHORIZED AT NIGHT.

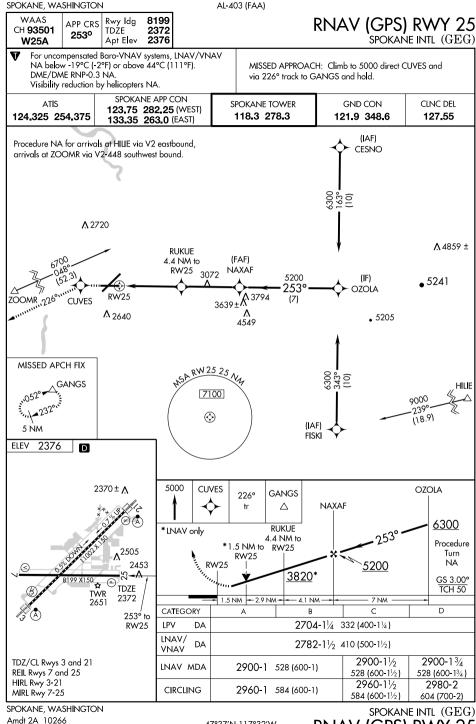
NW-1, 21 OCT 2010 to 18 NOV 2010





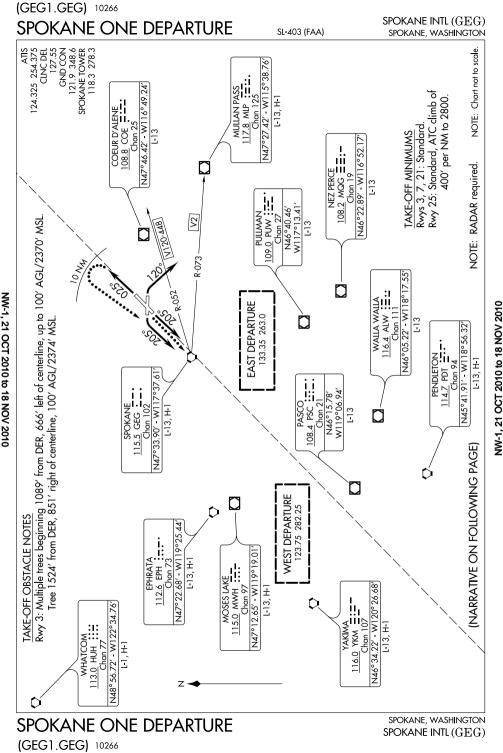
Orig-E 10266

SPOKANE INTL (GEG)
RNAV (GPS) RWY 21



NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25 47°37′N-117°32′W



# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Turn left heading 025°, expect radar vectors to assigned

airway/route. Thence.... TAKE-OFF RUNWAY 7: Turn right heading 120°, expect radar vectors to assigned

airway/route. Thence.... TAKE-OFF RUNWAY 21: Turn left heading 205°, expect radar vectors to assigned

airway/route. Thence.... TAKE-OFF RUNWAY 25: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....

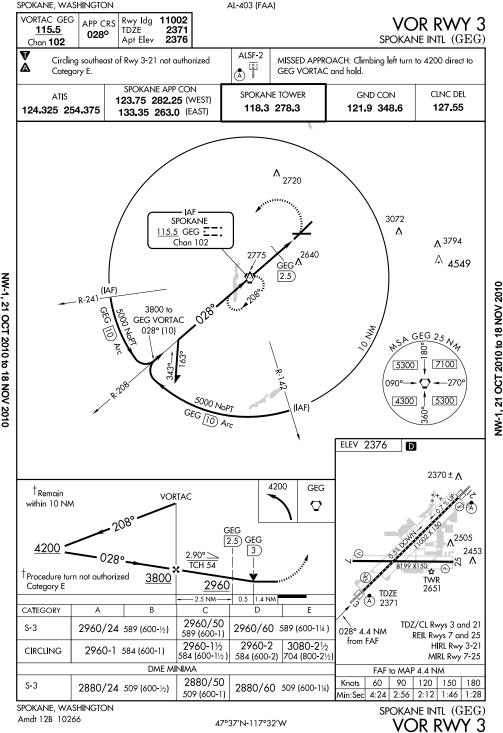
....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

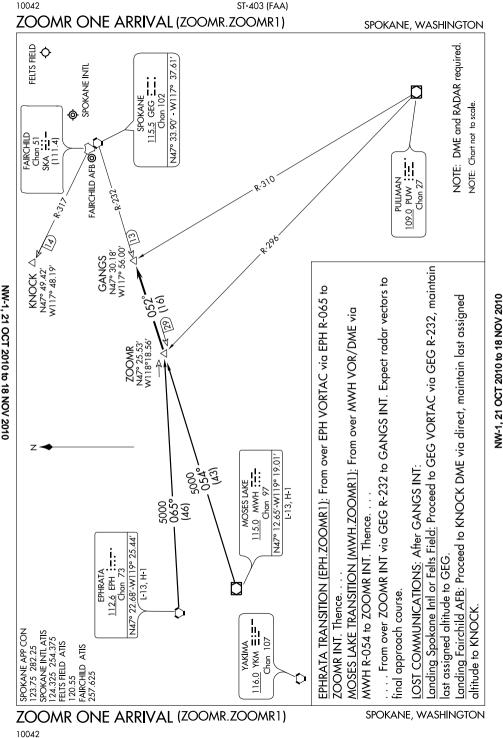
LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 5200'; E-bound V2 5200'.

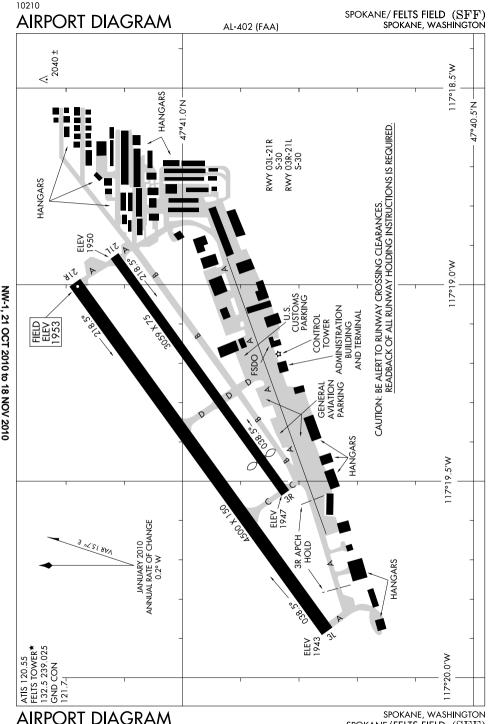
Aircraft departing RWY 3, if not in contact with ATC within 10 NM after takeoff, turn left direct GEG VORTAC, cross GEG VORTAC at or above 5200', thence via assigned

NW-1, 21 OCT 2010 to 18 NOV 2010

fix/route.







AIRPORT DIAGRAM

SPOKANE/FELTS FIELD (SFF)

SEATTLE

### WASHINGTON

(SFF) 4 NE UTC-8(-7DT) N47°40.97′ W117°19.35′

S-30

OX 3.4

MIRL

FUEL 100LL, JET A1 +

AIRPORT REMARKS: Attended 1500-0200Z‡. Waterfowl and birds on and invof arpt, Lgtd crane 1953'MSL (200' AGL) 1,25 NM east indef. Acft with tail heights over 20' must ctc ATCT prior to taxi. Twr unable to provide ATC svc on perimeter twy due to movement

ops above 10' AGL in non-movement area ctc twr. Obstacle free area for Twy A is delineated with a green line. Rwy 21L PAPI unusable byd 5° either side of centerline within 4 NM of thld.

REIL 03L-CTAF. VASI Rwy 03L and VASI Rwy 21R opr

RWY 03L: REIL. VASI(V4L)—GA 3.0° TCH 50'. Road. RWY 21R: MALSR, VASI(V4R)-GA 3.5° TCH 44', Tree, Rgt tfc.

### **SPOKANE** FELTS FLD

1953

**S4** 

RWY 03R-21L: H3059X75 (ASPH)

RWY 03L-21R: H4500X150 (CONC) S-30

RWY 03R: Thid dspicd 415'. Bldg. Rgt tfc.

RWY 21L: PAPI(P4L)-GA 3.8° TCH 42'. Trees.

SPOKANE RCO 122.65 122.55 122.2 (SEATTLE RADIO)

(ADCUS) available.

WEATHER DATA SOURCES: ASOS (509) 535-3290. HIWAS COMMUNICATIONS: CTAF 132.5 ATIS 120 55

(R) SPOKANE APP/DEP CON 133.35 TOWER 132.5 (1400-0400Z±) GND CON 121 7

AIRSPACE: CLASS D svc 1400-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 039° 14.2 NM to fld. 2756/21E. HIWAS. Rwv 21R. LOC only, Localizer unusable 0.2 NM from rwy threshold, DME ILS/DME 111.7 I-FLZ Chan 54

**IINICOM** 122 95

unusable 15° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

service only area not visible from twr. Ctc Felts twr. 132.5 for tfc data

1910

WATERWAY 21: Rgt tfc. SEAPLANE REMARKS: Extensive boating in area of water rwy. Water level on river may be lowered by Corp of Engineers. Water area adjacent to airport not controlled or maintained by airport. Waterway 03-21 water rwy advisory

WATERWAY 03-21: 6000X100 (WATER)

LRA NOTAM FILE SFF L-13B IAP. AD Waterway 0371:03 C3 of uncontrolled ground tfc. PPR for rotorwing acft conducting hover When twr clsd ACTIVATE MIRL Rwy 03L-21R, MALSR Rwy 21R and continuously. PAPI Rwy 21L opr SR-SS. Flight Notification Service

# 10098

## FELTS TWO DEPARTURE

SL-402 (FAA)



NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF RUNWAY 3L/R:</u> Climb heading 035° to 4700, expect RADAR vectors to assigned airway/route. Thence....

TAKE-OFF RUNWAY 21L/R: Climbing left turn heading 190° to 5500, expect RADAR vectors to assigned airway/route. Thence....

....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

<u>LOST COMMUNICATIONS</u>: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 and E-bound V25200'.

### TAKE-OFF OBSTACLE NOTES

Rwy 3L: Trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL.

Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL.

Rwy 3R: Hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL.

Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL.

Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL.

Rwy 21L: Elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080 MSL.

Rwy 21R: Poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole hangar and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL.

Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

## HAYDEN TWO DEPARTURE ATIS 120.55

GND CON 121.7 FELTS TOWER \* 132.5 (CTAF) 239.025 SPOKANE DEP CON

133.35 263.0

5000 SPOKANE 11<u>5.5</u> GEG 🔼: Chan 102 N47°33.90′-W117°37.61′ L-13, H-1

NOTE: RADAR required.

TAKE-OFF MINIMUMS Rwy 21L/21R: NA- ATC.

Rwy 3L/3R: Standard with minimum climb of 410' per NM to 5000.

TAKE-OFF OBSTACLE NOTES Rwy 3L: Trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL.

Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL.

Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R: Hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to

100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL.

Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. NOTE: Chart not to scale.

V

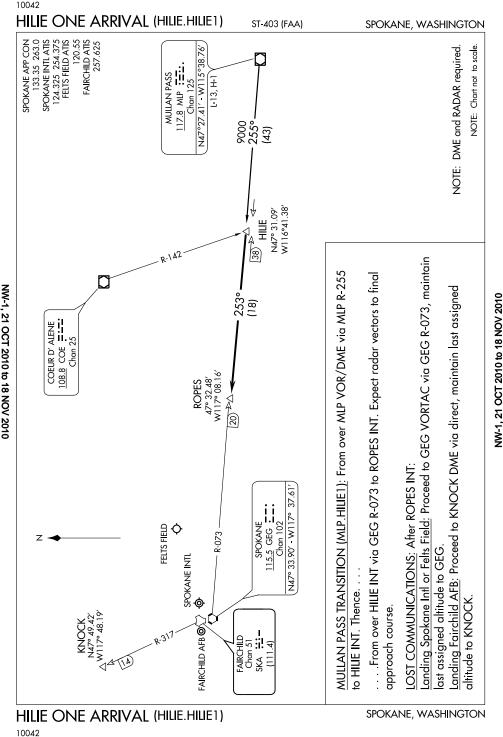
NW-1, 21 OCT 2010 to 18 NOV 2010

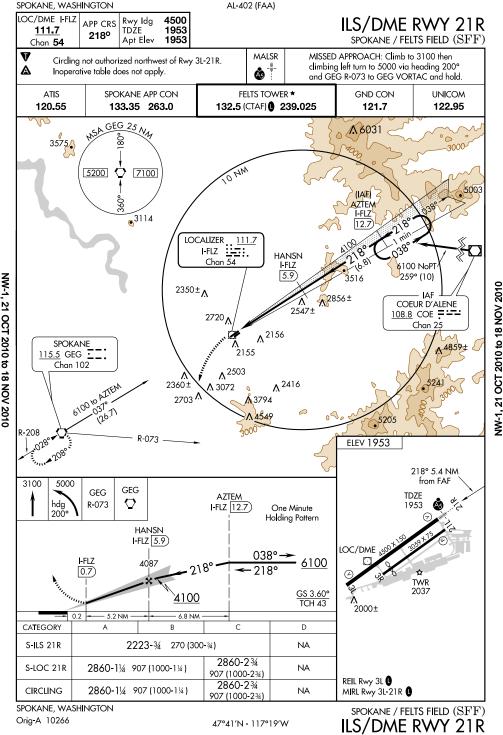
### DEPARTURE ROUTE DESCRIPTION

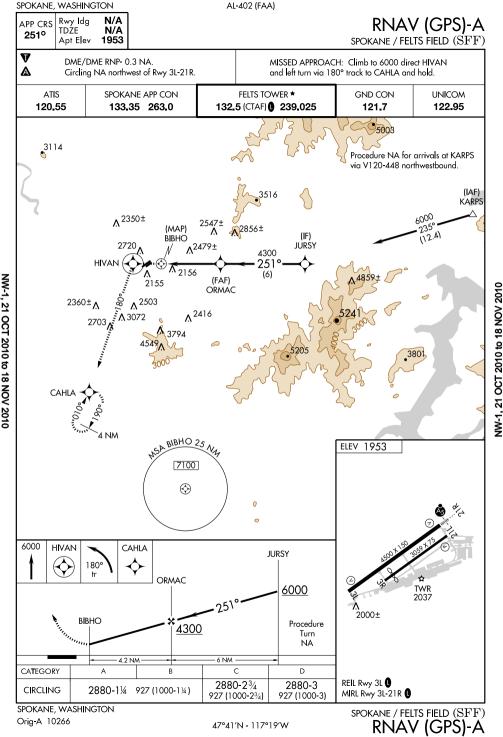
TAKE-OFF RUNWAYS 3L/R: Climbing right turn heading 060° to 5000'. Expect RADAR vectors to (assigned route) or (fix).

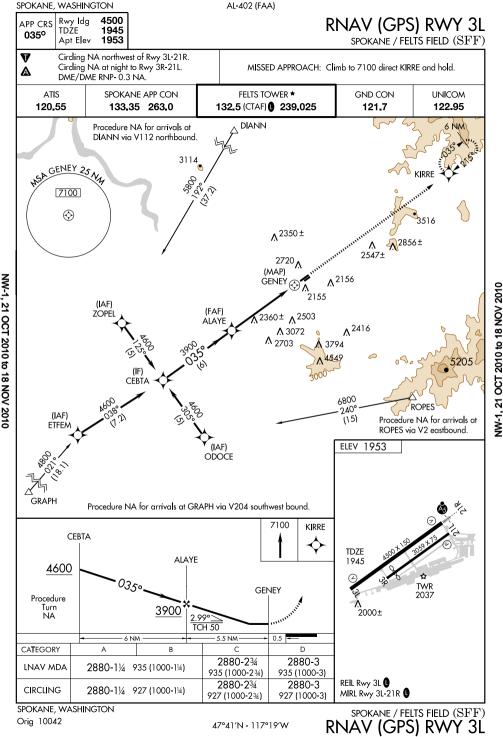
LOST COMMUNICATIONS: If not in radio contact with departure control after leaving 3000', continue climb to 5000', then turn left, proceed direct to GEG VORTAC and

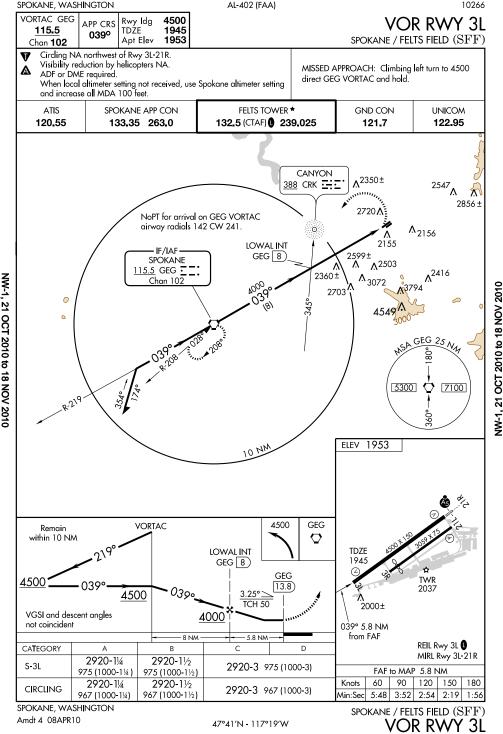
thence proceed on course.

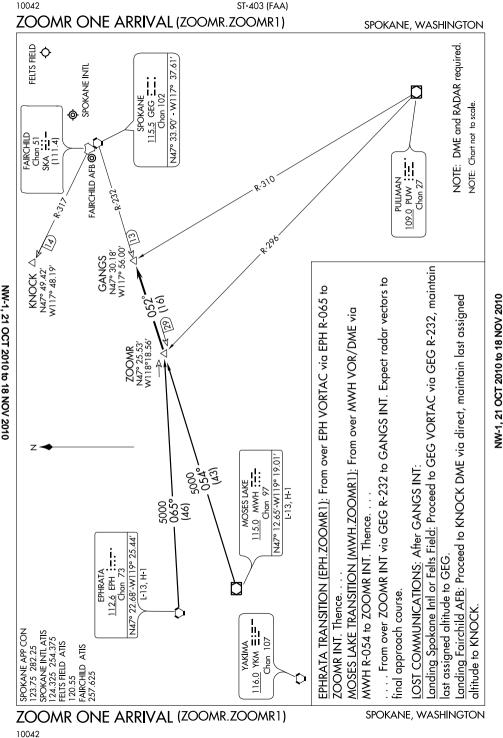


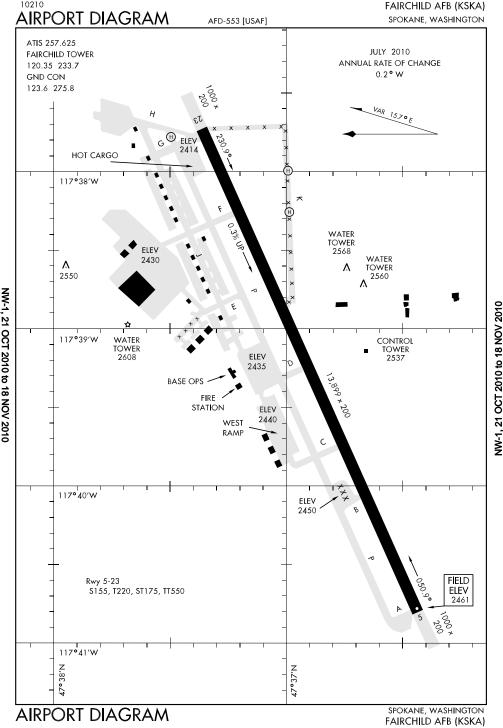












N47°36 90' W117°39 35'

NOTAM FILE SKA Not insp

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H-1C I-13B

HIRL

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RWY 05-23: H13899X200 (CONC)

RWY 05: ALSE1 TD71 PAPI(P41)-GA 3 0° TCH 51' RWY 23: ALSE1 TD71 PAPI(P41)-GA 2 5° TCH 50' Rat tfc MILITARY SERVICE: LGT Rwy 05 PAPI not coincidental with ILS/GS. Apph lighting system Rwy 05-23 NSTD. JASU (MA-1A) FIIFI 18 FILLID SP PRESAIR: De-ice Not avbl for C5 C17: LOX (A/M32A-86) (MC-1A) TRAN ALERT Syc weekdays 1500-0700Z±, weekends clsd. Ctc Base Ops not later than 15 minutes out for syc required. Fleet syc avbl. No potable water syc.

PCN 51 R/B/W/T

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information, RSTD PPR includes scheduled AMC mission, 24 hr prior coordination required. All inbound passenger/cargo acft must ctc Command Post no later than 30 min prior to ldg. AMC acft oprirstd during Bird Watch Condition Moderate (tkf or ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without Operation Group Commander approval, practice circling apph not authorized for tran acft) ctc twr. PTD, or Command Post for current Bird Watch condition. Acft configured with explosives are not authorized. Cargo acft transporting explosives are authorized. Arpt unable to support acft transporting more than 13,000 to 32,000 pounds class 1.1 explosive cargo. First 1300' Rwy 23/last 1300' Rwy 05 rated poor. Use Twy F int for Rwy 23 dep unless mission requires full length. To max extent possible exit Twy F when ldf Rwy 05. Avoid ldg on first

1300' of Rwy 23 unless wx dictates use of instrument apch. Dur taxi acft are to use idle thrust and limit the use of reverse thrust when opr on first 1300' Rwy 23/last 1300' Rwy 05. Practice circling apch not authorized for tran acft. Parachute jumping activity Fri 2030-21307±. Ellington Drop Zone, 5000' south of rwy. Parking spots 15-30 are tow on/off only, no engine runs, CAUTION Rwy edge lgts located 60' from outside of side stripe. Uncontrolled vehicles on all twys and ramps. Helicopter opns within vicinity of Fairchild AFB. Departing acft remain at or blo 3700' until dep end of rwy for protection of overhead pattern. Do not mistake Spokane Intl 4.5 NM east for Fairchild AFB. Phase II (the high bird potential haz time period) of the Bird Aircraft Safety Hazard

program is in effect annually from May to Oct. Rwy 05–23 overruns rated poor, IFC PAT TPA—Rectangular 3700 (1239), overhead 4200(1739) CSTMS/AG/IMG - C509-247-5435/5439. MISC Air Evac/Tran acft ctc PTD 20 minutes prior to arrival. Base OPS DSN 657-5439/5202, C509-247-5439/5202, ANG Opr Mon-Fri 1515-2345Z±, clsd weekend and holidays. COMMUNICATIONS: SFA ATIS 257.625 PTD 130.0 372.2 R SPOKANE APP/DEP CON 133.35 263.0 (026°-204°) 123.75 282.25 (205°-025°) TOWER 120.35 233.7 GND CON 123.6 275.8 COMD POST (STRIKEHAWK) 311.0 321.0 PMSV METRO 234.8 Wx stn opr Mon-Thu 1300-1700Z‡. Fri hrs vary based on IcI flying, clsd weekend and hol, Full svc PMSV avbl via 25 OWS, AWOS in use, DSN 657-9010. C509-247-9010. Tran aircrew may ctc 25 OWS DSN 228-6598, or C520-228-6598 for wx briefing. When

possible provide 2hr PN for all rqr briefings. WASHINGTON ANG OPS 293.7 AIRSPACE: CLASS C svc ctc APP CON. RADIO AIDS TO NAVIGATION: NOTAM FILE SKA.

(L) TACAN SKA Chan 51 N47°36.64′ W117°39.74′ (2000/3+1).TACAN unusable:

at fld. 2438/19E. No NOTAM MP Tue 1400-1700Z± 110°-220° byd 20 NM blo 7,000′ 220°250° byd 30 NM blo 5,500′

110°-220° bvd 30 NM blo 9.500′

ILS 110.3 I-FRC Rwv 05. Back course unusable. No NOTAM MP Wed and Thu 1400-1700Z‡

(2000/3+1).

ILS 110.3 I-SKA Rwv 23. Class IT. Back course unusable. No NOTAM MP Wed and Thu

1400-1700Z± (2000/3+1).

COMM/NAV/WEATHER REMARKS: Acft rgr SFA notify Seattle Center or Spokane App Con 20 minutes out on any published

frequency.

**FELTS FLD** (See SPOKANE)

**FERRY CO** (See REPUBLIC)

FIRSTAIR FLD (See MONROE)

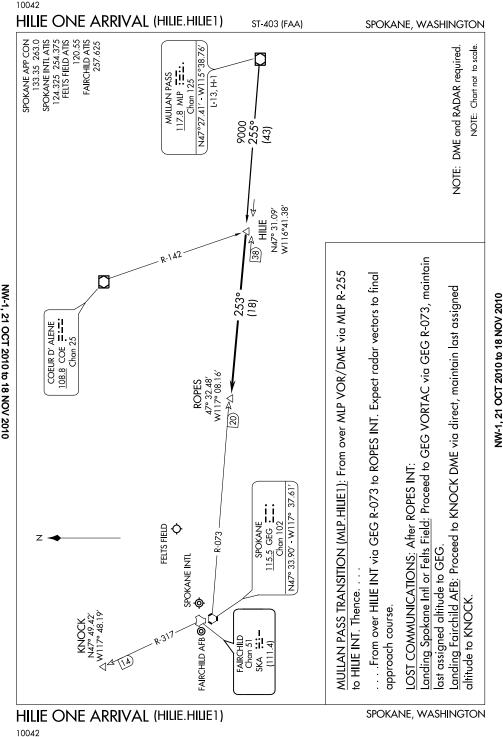
FLOATHAVEN SPB (See BELLINGHAM)

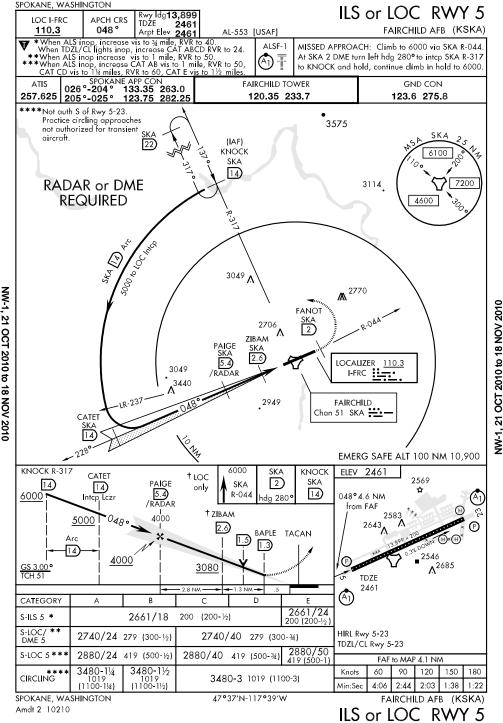
(See VANCOUVER) (S18) 1 SW N47°56.26' W124°23.76'

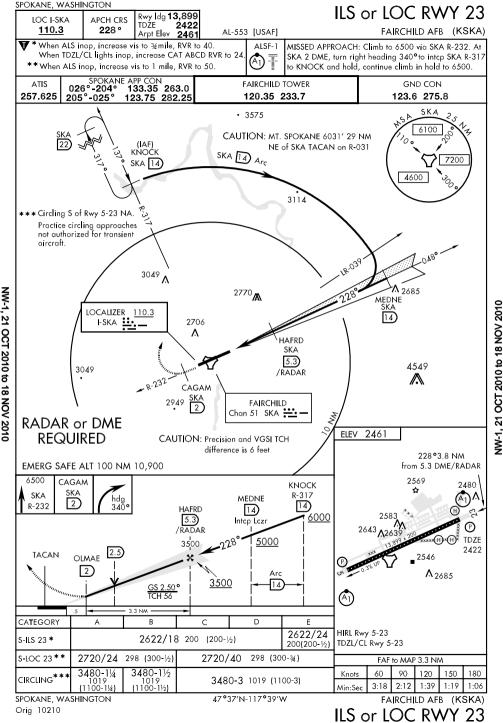
FLY FOR FUN SEATTLE

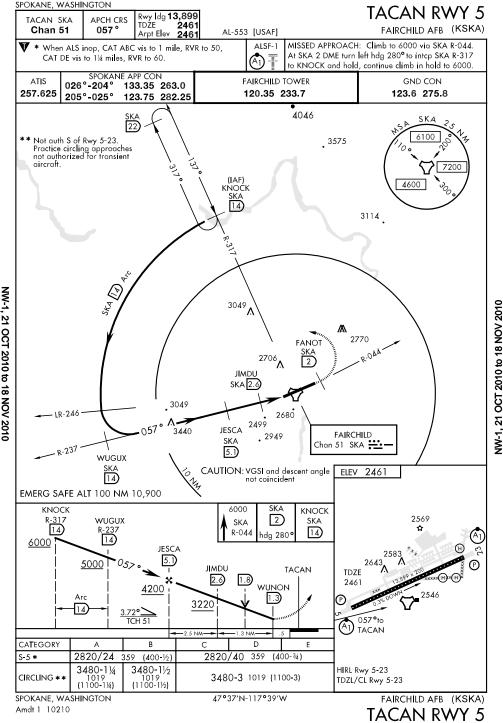
FORKS UTC-8(-7DT)299 NOTAM FILE SEA RWY 04-22: H2400X75 (ASPH) MIRL

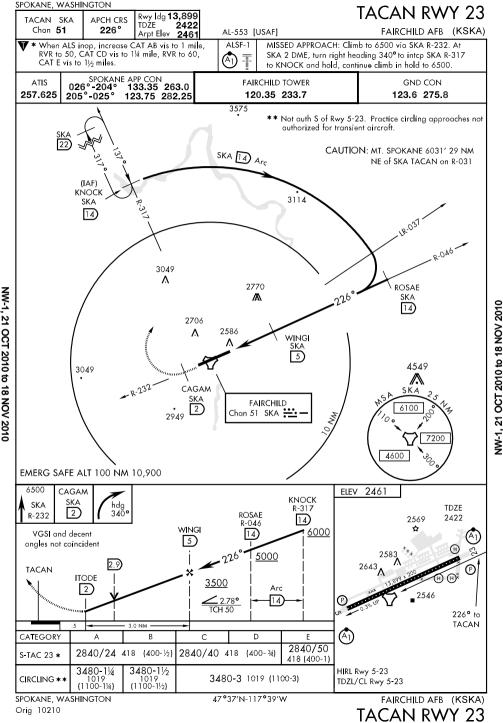
RWY 04: REIL. Tree. RWY 22: REIL. Tree. Rgt tfc. AIRPORT REMARKS: Unattended, Wildlife on and invof arpt. COMMUNICATIONS: CTAF 122 9

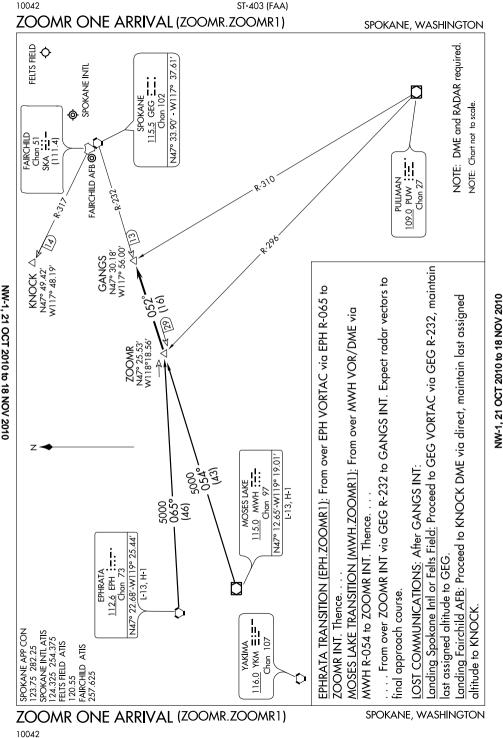


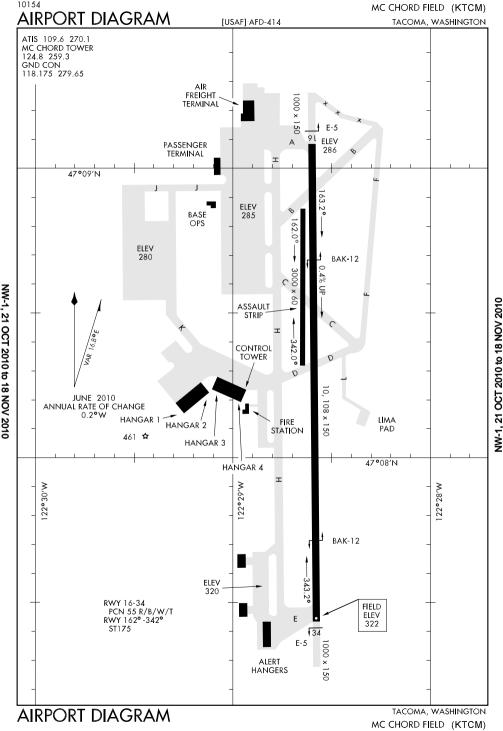












H-1B, L-1D

DIAP. AD

SEATTLE

Class I. ARFF Index Ltd.

AF 3 S UTC-8(-7DT)SFATTI F

NOTAM FILE SEA Not insp.

MC CHORD FIELD (JOINT BASE LEWIS-MCCHORD) (TCM)(KTCM) N47°08.26' W122°28.59'

RWY 16-34: H10108X150 (ASPH-CONC-GRVD)

322 B TPA—See Remarks

PCN 55 R/B/W/T HIRL (NSTD) RWY 16: ALSF1, PAPI(P4L), 0.4% up. RWY 34: ALSF2, TDZL, PAPI(P4R), Rgt tfc. RWY 162-342: H3000X60 (ASPH)

ARRESTING GEAR/SYSTEM **RWY 16** ← HOOK E5 (240' OVRN) HOOK BAK-12B(B) (2450')

AOE

HOOK BAK-12B(B) (1668') HOOK E5 (102' OVRN) →) RWY 34

MILITARY SERVICE: LGT Visual TCH set for height group 3 acft only. Rwy 16-34 center 72' thid lgt removed. PAPI GS not coincidental with ILS GS, AMP-1/AMP-3 Overt/Covert assault strip lights installed in middle 5000' Rwv 16-34. A-GEAR When Rwy 16-34 activated, apch end E5 is removed. Rwy 16-34 BAK-12B 30 minute prior notice rgr to connect cable. JASU (MD-3M) 1(MD-3) 1(MA-1A) (AM32A-60) 1(MC-11)

FUEL A1+ FLUID SP PRESAIR De-ice—Expect 3 hr delay. LHOX LOX OIL 0-128-133-148-156 SOAP. SOAP results rgr 24 hr, weekdays

(1530-0030Z‡) except holidays, results not avbl other times. Tran acft reg SOAP will arrive with historical engine SOAP data for trend analysis. TRAN ALERT Opr 24 hr. Delays can be expected. Parking limited. MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information, RSTD PPR includes scheduled AMC missions due

to limited ramp space, tran acft parking extremely ltd. 24 hr prior coordination req, Base OPS DSN 382-5611, C253-982-5611. All inbound acft must ctc Command Post no later than 30 min prior to ldg. AMC acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS/Command Post for current Bird Watch Condition. Tran aircrews conducting local area low-level training missions must receive local procedure/rstd briefing from 62 OSS/OSK at DSN 382-3615,

C253-982-3615. CAUTION When performing pre-tkf engine runup, align acft so that debris is not blown toward

ADTAC alert hangar or adjacent acft parking ramp. During VFR conditions, acft making low apch, normal tkf, touch and go ldg, or missed apch remain at or below 1800' until dep end of the rwy. Bird hazard. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over apch end Rwy 34, condition report from obsn point may not be representative. IFC PAT Before Idg maintain tfc pattern altitude commensurate

with safety as long as practicable. TPA-Rectangular 1800' (1478) overhead 2300'(1978). MISC Aircrews notify PTD anytime they plan to delay in local IFR pattern on separate clearance prior to or departure on filed flt plan. Base OPS DSN 382-5611, C253-982-5611. South 1000' Rwy 16-34 is concrete, rwy is grvd. Afld wx

monitored by the AN/FMQ-19 Automated Observing System and augmented by human observer when wx flt fcst on duty. DSN 312-382-3434/5005 C 253-982-3434/5005. Opr Wx Squadron 25 OWS, Davis-Monthan AFB.

DSN 312-228-6596/6599 C 520-228-6598/6599. Toll free 1-877-451-8367. COMMUNICATIONS: SFA D-ATIS 109.6 270.1 (DSN 382-2847 C 253-982-2847.) PTD 372.2 (R) SEATTLE APP/DEP CON 126.5 377.15

TOWER 124.8 259.3 109.6T GND CON 118.175 279.65 COMD POST 134.1 349.4 (134.1 Commercial contract acft only) PMSV METRO 342.3 PMSV svc avbl only when wx

flt fcst on duty. Wx obsn avbl H24 via automated obsn sys. Wx flt fcst on duty normal wing flying hrs and msn C-17 limiting criteria DSN 253-382-3434, C253-982-3434. During wx flt closures remote briefing svc avbl from 25 Op Wx Flt Squadron DSN 312-228-6598/6599/6588.

Unusable 095°-102° byd 34 NM blo 9400'. RADIO AIDS TO NAVIGATION: NOTAM FILE TCM. (T) VORTAC 109.6 N47°08.86′ W122°28.50′ TCM Chan 33 at fld. 284/22E. No NOTAM MP Tue, Thu

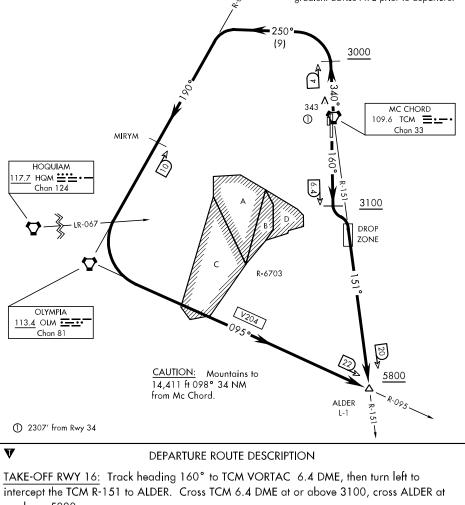
VOR unusable 235°-325° byd 10 NM. 0700-1600Z±. ILS 109.9 I-MAR Rwy 16. Back course unusable. No NOTAM MP Wed and Fri 0700-1400Z‡. ILS X 108.5 I-TCM Rwv 34.

ILS Y 108.5 I-TCM Rwy 34. NOTAM MP Wed and Fri 0700-1400Z‡. MEAD FLYING SERVICE (7ØS) 1 N UTC-8(-7DT) N47°47.23' W117°21.49'

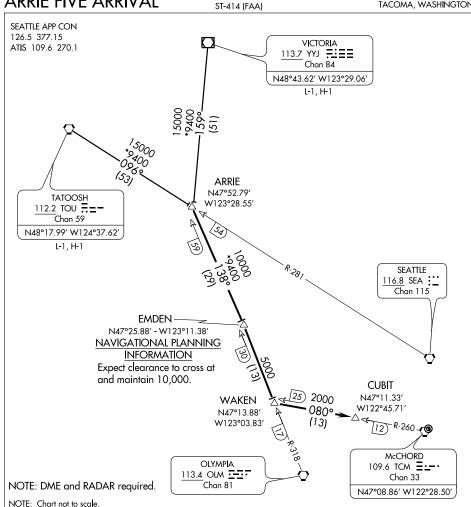
Back course unusable. Rwy 34 localizer critical area not protected. No NOTAM MP Wed and Fri 0700-1400Z±. Back course unusable. Rwy 34 localizer critical area not protected. No

TPA-2505(600) NOTAM FILE SEA RWY 16-34: H2481X30 (ASPH) RWY 16: Trees. RWY 34: Trees AIRPORT REMARKS: Attended continuously. No winter maintenance.

COMMUNICATIONS: CTAF 122.9 MEARS FLD (See CONCRETE)



above 3000, then turn left heading 250° to intercept OLM VORTAC R-010/10 DME (MIRYM) to OLM VORTAC. Then via V204 (OLM R-095) to ALDER. Cross ALDER at or above 5800.



TATOOSH TRANSITION (TOU.ARRIE5): From over TOU VORTAC via TOU R-096 to ARRIE DME Fix. Thence. . . .

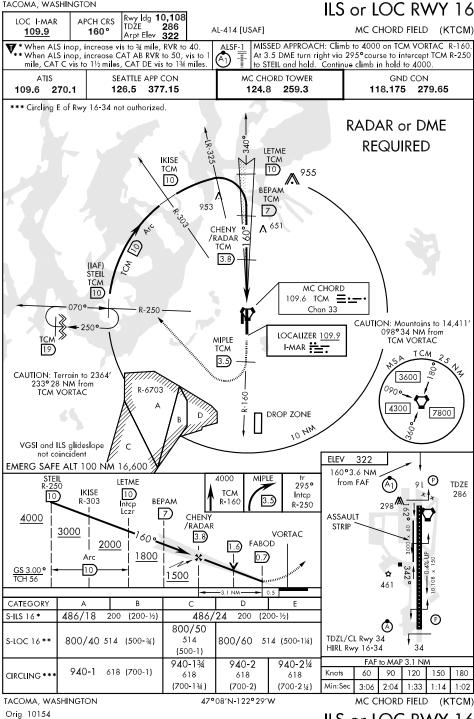
VICTORIA TRANSITION (YYJ.ARRIE5): From over YYJ VOR/DME via YYJ R-159 to ARRIE DME Fix. Thence. . . .

....From over ARRIE DME Fix via OLM R-318 and TCM R-260 to CUBIT DME fix. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: Proceed direct to TCM VORTAC.

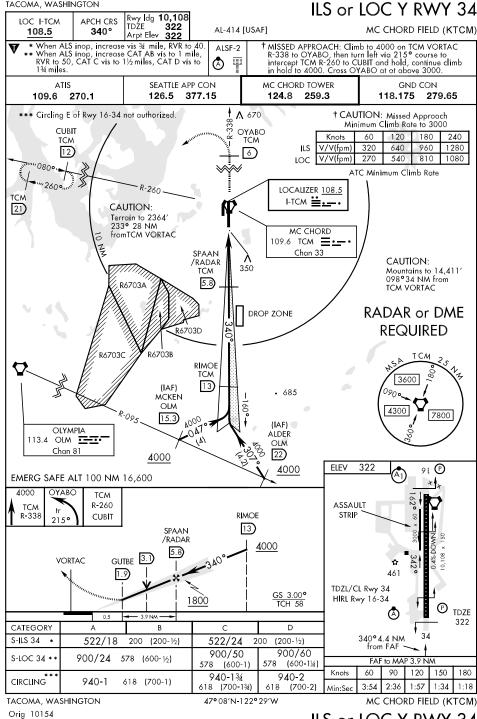
BOEING FEED/

# ARRIVAL



RW

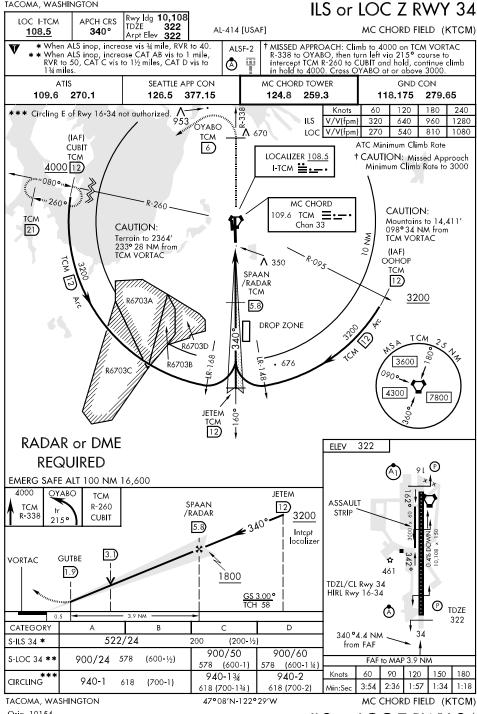
NW-1, 21 OCT 2010 to 18 NOV 2010



WW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

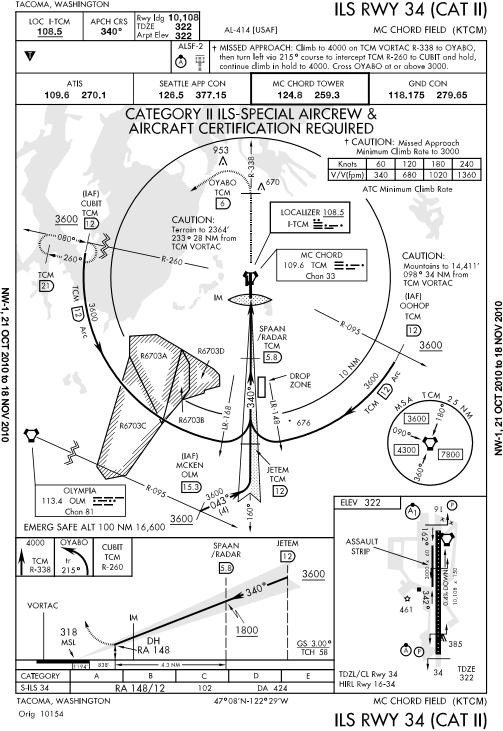
ILS or LOC Y RWY 34



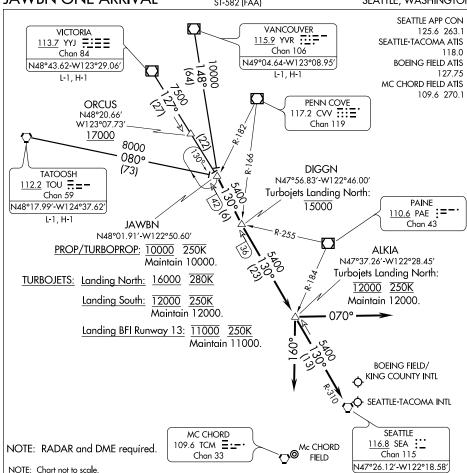
ILS or LOC Z RW

NW-1, 21 OCT 2010 to 18 NOV 2010

TACOMA, WASHINGTON



NW-1, 21 OCT 2010 to 18 NOV 2010



TATOOSH TRANSITION (TOU.JAWBN1): From over TOU VORTAC via TOU R-080 to JAWBN INT. Thence....

VANCOUVER TRANSITION (YVR.JAWBN1): From over YVR VORTAC via YVR R-148 to JAWBN INT. Thence....

VICTORIA TRANSITION (YYJ.JAWBN1): From over YYJ VOR/DME via YYJ R-127 to JAWBN INT. Thence....

....From over JAWBN INT/SEA 42 DME via SEA R-310 to DIGGN/SEA 36 DME then via SEA R-310 to ALKIA INT/SEA 13 DME, thence....

LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course. LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.

LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

GND CON

118.175 279.65

124.8 259.3

126.5 377.15

MC CHORD TOWER

SEATTLE DEP CON



If unable to make published climb gradient advise ATC prior to departure.

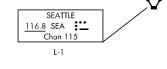
Knots 120 180 240 V/V(fpm) 320 640 960 1280 (mgf)V/V 650 1300 1950 2600 ATC Climb Rate

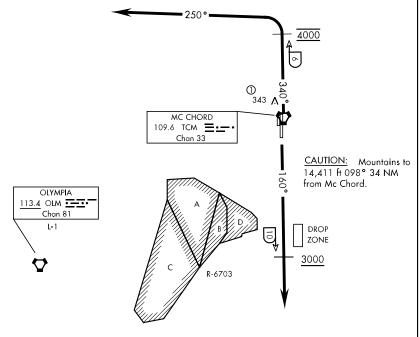
To 10 DME

(b) To 6 DME

# RADAR REQUIRED

Maximum 250 KIAS





2270' from Rwy 34

### V

NW-1, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on a track of 160°. Cross TCM VORTAC 10 DME at or above 3000. Maintain (assigned altitude). Expect radar vectors within TCM 8 DME after departure.

TAKE-OFF RWY 34: Climb on a track of 340° to TCM VORTAC 6 DME. Cross TCM 6 DME at 4000. Then turn left tracking 250°. Maintain (assigned altitude). Expect radar vectors.

10154 MC CHORD FIELD (KTCM)

PUGET-FIVE DEPARTURE 109.6 270.1 GND CON

118.175 279.65

124.8 259.3

126.5 377.15

MC CHORD TOWER

SEATTLE DEP CON

SL-414 [USAF]

Knots 16 @ V/V(fpm)

320

(a) To 10 DME

640

TACOMA, WASHINGTON

960

ATC Climb Rate

If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED

Maximum 250 KIAS

Radar vectors required within 10 NM after departure

SEATTLE 116.8 SEA Chan 115

L-1

NW-1, 21 OCT 2010 to 18 NOV 2010

2000 1 343 ^ MC CHORD 109.6 TCM = .-CAUTION: Mountains to Chan 33 14,411 ft 098° 34 NM from Mc Chord. DROP ZONE

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

3000

TAKE-OFF RWY 16: Climb on a track of 160° to TCM VORTAC 10 DME, then turn left tracking 020°. Cross TCM 10 DME at or above 3000. Maintain (assigned altitude). Expect radar vectors.

TAKE-OFF RWY 34: Climb on a track of 340° to 2000. Then turn right, tracking 140°. Maintain (assigned altitude). Expect radar vectors.

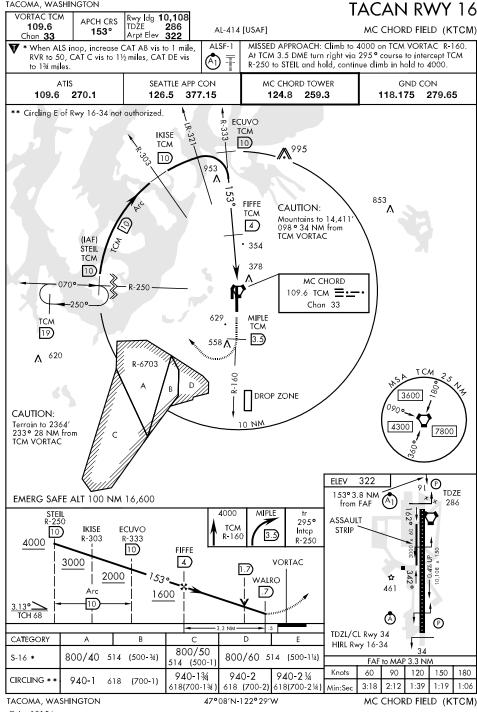
R-6703

PUGET-FIVE DEPARTURE

OLYMPIA 113.4 OLM .\_\_\_\_ Chan 81

> TACOMA, WASHINGTON MC CHORD FIELD (KTCM)

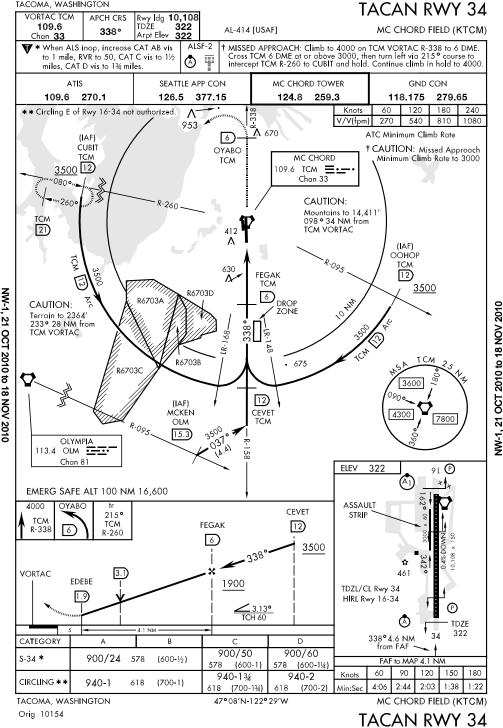
(1) 2270' from Rwy 34

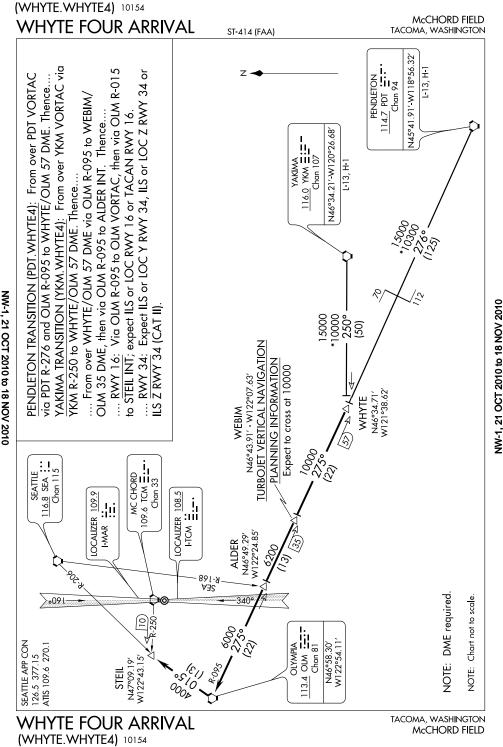


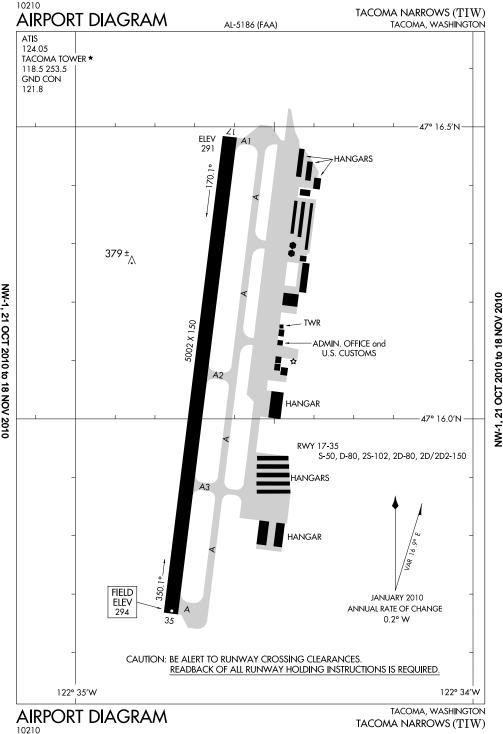
Orig 10154

NW-1, 21 OCT 2010 to 18 NOV 2010

TACAN RW







186 WASHINGTON

> 4 W UTC-8(-7DT) N47°16.08′ W122°34.69′ S4 FUEL 100LL, JET A OX 4 TPA-1294(1000) LRA NOTAM FILE TIW

RWY 17-35: H5002X150 (ASPH-AFSC) S-50, D-80, 2S-102, 2D-80, 2D/2D2—150

TACOMA NARROWS (TIW)

#### RWY 35: REIL, VASI(V4L)-GA 3.0° TCH 51', Rgt tfc. AIRPORT REMARKS: Attended 1500-0600Z±. Deer on and in vicinity of arpt. Noise sensitive arpt, for noise abatement and tfc procedures call arpt manager 253-853-5844, ACTIVATE MALSR Rwv 17 and PAPI Rwy 17—CTAF. For customs call 253-593-6338 ext #2. Landing fee. WEATHER DATA SOURCES: ASOS (253) 858-6507, LAWRS COMMUNICATIONS: CTAF 118.5 ATIS 124.05 UNICOM 122.95 R SEATTLE APP/DEP CON 120.1 TOWER 118.5 (1600-0400Z±) **GND CON 121.8**

RWY 17: MALSR, PAPI(P4R)—GA 3.0°, TCH 50', Rgt tfc.

AIRSPACE: CLASS D svc 1600-0400Z± other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE TCM. McCHORD (T) VORTAC 109.6 TCM

Chan 33 N47°08.26' W122°28.59' 310° 8.9 NM to fld. 284/22E. No NOTAM MP Tue. Thu 0700-1600Z±.

7.2 NM to fld. NOTAM FILE SEA. Unmonitored when ATCT closed ILS 109.1 I-TIW Rwy 17. Class IA. ILS unmonitored when twr clsd.

GRAYE NDB (MHW) 216 GRF N47°08.99' W122°36.27'

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

TATOOSH N48°17.99' W124°37.62'. NOTAM FILE SEA.

(H) VORTACW 112.2 TOU Chan 59 151° 21.9 NM to Quillayute. 1652/22E. HIWAS.

**TEKOA** WILLARD FLD

(73S) 2 NE UTC-8(-7DT) N47°14.13′ W117°02.63′ 2520 B NOTAM FILE SEA FUEL 100LL RWY 04-22: H2261X40 (ASPH) MIRI

RWY 22: Thid dsplcd 240'. Road. RWY 04: Thid dspicd 190'. Tree. AIRPORT REMARKS: Unattended. Self service fuel with credit card. Parachute Jumping. Grass areas not avbl for acft ops. ACTIVATE MIRL Rwv 04-22-122.8.

**COMMUNICATIONS: CTAF 122.9** TIETON STATE

RCO 122.25 (SEATTLE RADIO)

# TOLEDO

# ED CARLSON MEMORIAL FLD-SOUTH LEWIS CO (TDO) 3 N UTC-8(-7DT)

Rwy 23 opr 24 hrs.

N46°28.63' W122°48.39'

374 B S4 **FUEL** 100 NOTAM FILE TDO RWY 05-23: H4479X150 (ASPH) S-25 MIRI

RWY 05: REIL. SAVASI(S2L)-GA 3.0° TCH 40'. Windcone.

RWY 23: REIL, PAPI(P2L)—GA 3.0° TCH 40', Fence.

AIRPORT REMARKS: Unattended, 24 hr credit card fuel facility, Parachute

(See RIMROCK)

Jumping. Radio controlled acft adjacent Rwy 05-23 400' and blo. Distance to go markers S side of rwy. ACTIVATE MIRL Rwy 05-23 and REIL Rwy 05 and Rwy 23-CTAF, SAVASI Rwy 05 and PAPI

**COMMUNICATIONS: CTAF 122.9** SEATTLE CENTER APP/DEP CON 124 2 RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

OLYMPIA (H) VORTACW 113.4 OLM

Chan 81

N46°58 30'

W122°54.11' 153° 29.9 NM to fld. 200/19E. HIWAS.

CT CT 03 03

H-1B. L-1D

IAP. AD

SEATTLE

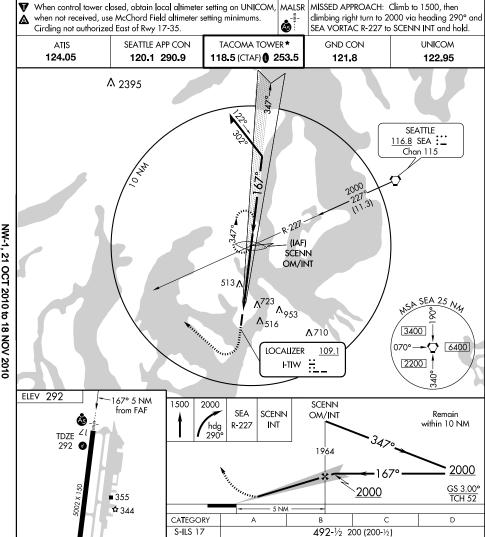
SEATTLE

H-1B, L-1D SEATTLE

L-1C C3 C3

TACOMA, WASHINGTON 5002 Rwy Idg LOC I-TIW APP CRS 292 TDŹE 109.1 167° 292 Apt Elev

### ILS RWY 17 TACOMA NARROWS (TIW)



TACOMA, WASHINGTON

35

FAF to MAP 5 NM

3:20 2:30

Min:Sec 5:00 Amdt 8A 10154

Knots 60 90 120 150 180

> TACOMA NARROWS (TIW) ILS RWY 1*7*

760-1

468 (500-1) 860-2

568 (600-2)

780-1

488 (500-1)

860-2

568 (600-2)

760-34

468 (500-34)

760-1½

468 (500-11/2)

780-34

488 (500-34)

780-11/2

488 (500-11/2)

760-1/2

780-1/2

780-1

468 (500-1/2)

488 (500-1/2)

488 (500-1)

McCHORD FIELD ALTIMETER SETTING MINIMUMS

517-1/2 225 (300-1/2)

760-1 468 (500-1)

S-LOC 17

**CIRCLING** 

S-ILS 17

S-LOC 17

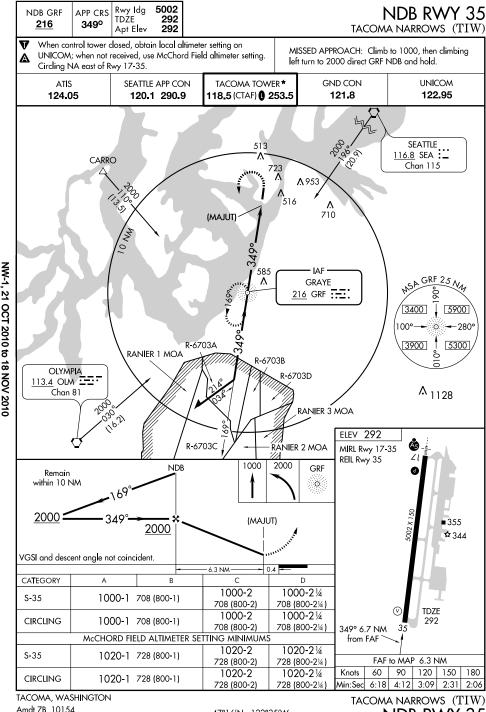
CIRCLING

MIRL Rwy 17-35

2:00

1:40

**REIL Rwy 35** 

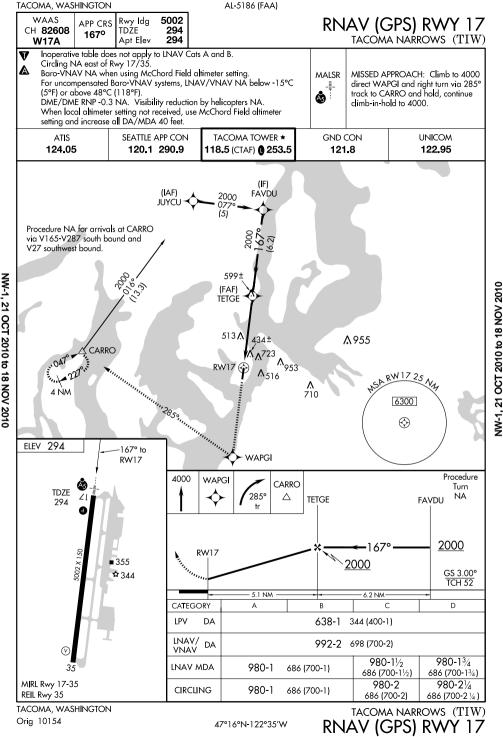


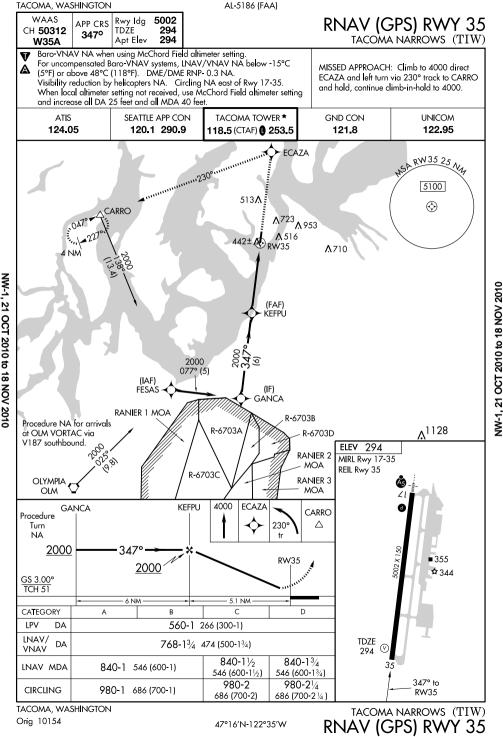
AL-5186 (FAA)

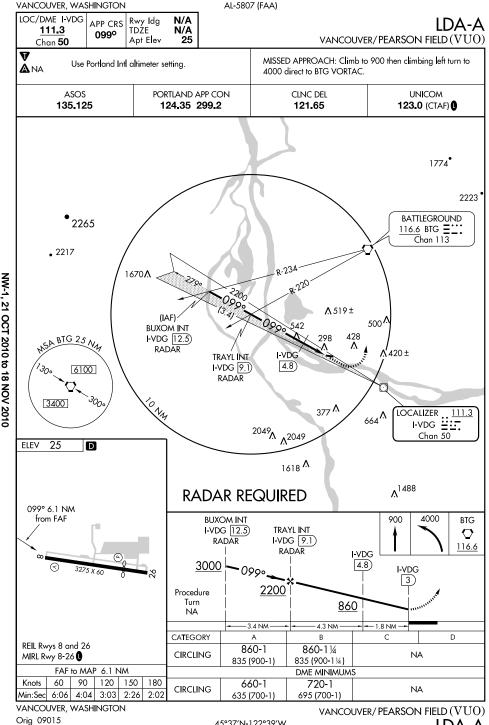
Amdt 7B 10154

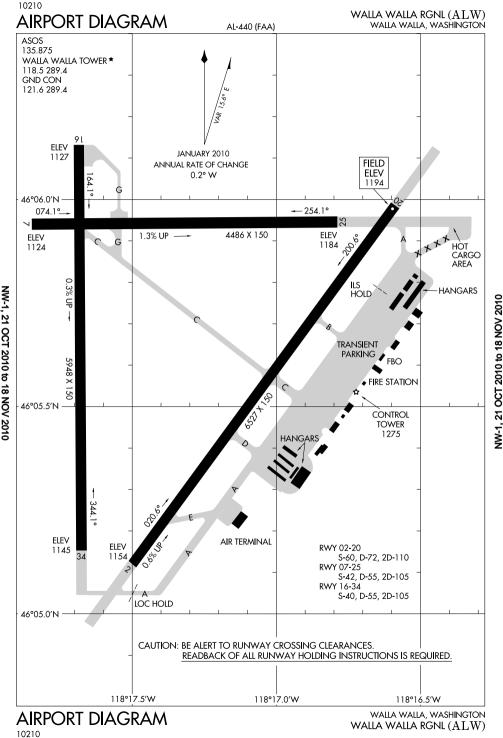
TACOMA, WASHINGTON

**RWY 35** NDB









**SEATTLE** 

SEATTLE

H-1C. L-13A

### WASHINGTON

#### WALLA WALLA PAGE (9W2) 2 S UTC-8(-7DT) N46°00.99' W118°22.23'

NOTAM FILE SEA

RWY 09: Hill. Rgt tfc. AIRPORT REMARKS: Unattended. COMMUNICATIONS: CTAF 122.9

RWY 09-27: 2000X25 (TURF)

(ALW) 3 NE UTC-8(-7DT) N46°05.69' W118°17.34'

RWY 27. P-line

WALLA WALLA RGNL S4 FUEL 100LL, JET A OX 2 Class I, ARFF Index A NOTAM FILE ALW **RWY 02-20**: H6527X150 (ASPH-GRVD) S-60, D-72, 2D-110

RWY 02: REIL, PAPI(P4L)—GA 3.0° TCH 45'. RWY 20: MALSR, PAPI(P4L)—GA 3.0° TCH 50'. RWY 16-34: H5948X150 (ASPH-CONC) S-40, D-55,

2D-105 0.3% up SE RWY 16: Ground.

RWY 07-25: H4486X150 (ASPH-CONC) S-42, D-55, 2D-105 1.3% up E. AIRPORT REMARKS: Attended 1430-0300Z±. Self svc credit card fueling

facility located 600' N of tower. For svc after hours call 509-529-4243. ARFF services avbl during scheduled air carrier opr. CLOSED to unscheduled air carrier ops with more than 30

1194

CLOSED to scheduled air carrier opr. Rwv 07-25 large cracks and surface variations may impair directional control. Rwy 16-34 large cracks and surface variations. When twr clsd ACTIVATE MALSR Rwy 20, REIL Rwy 02, HIRL Rwy 02-20 and PAPI Rwy 02 and Rwy

20-CTAF.

**COMMUNICATIONS: CTAF 118.5** RCO 122.3 (SEATTLE RADIO) (R) CHINOOK APP/DEP CON 133.15 (1400-0600Z±).

R SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡). TOWER 118.5 (1430-0300Z‡) AIRSPACE: CLASS D svc 1430-0300Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALW.

WEATHER DATA SOURCES: ASOS 135.875 (509) 525-3014.

Rwv 07-25 CLOSED to scheduled air carrier opr. Rwv 16-34

(L) VORW/DME 116.4 ALW Chan 111 N46°05.22' W118°17.55' at fld. 1179/20E. VOR/DME portions unusable: 010°-065° bvd 31 NM blo 12.500'

065°-095° byd 20 NM blo 14,500'

DME portion unusable: 140°-145° byd 20 NM blo 11,500' AL N46°10.53′ W118°11.78′ TRINA NDB (LOM) 353 199° 6.2 NM to fld.

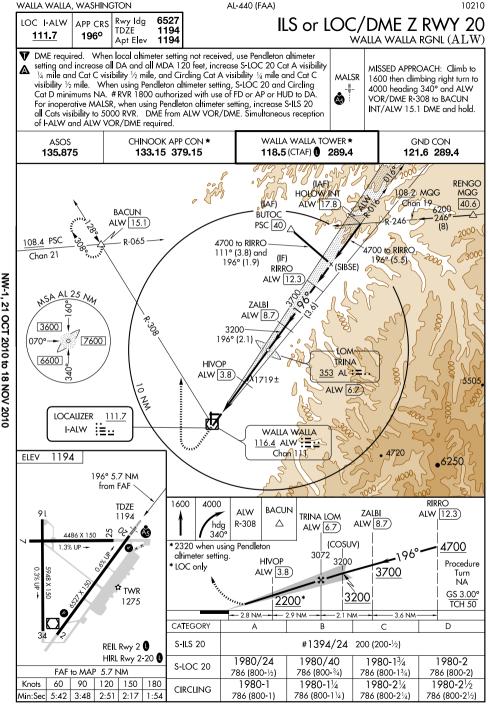
GND CON 121.6

IIS 111 7 I-ALW Rwv 20. Class IE. LOM TRINA NDB. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HIRL 0.6% up NE IAP, AD 9١ 4486 X 150 948 X 150 passenger seats except PPR call arpt manager 509-525-3100.

095°-140° byd 20 NM blo 13,500′

### WALLULA N46°01.36′ W118°51.52′ RCO 122 6 (MC MINNVILLE RADIO)



WALLA WALLA, WASHINGTON

46°06'N - 118°17'W

WALLA WALLA RGNL  $(\mathrm{ALW})$ 

WALLA WALLA, WASHINGTON AL-440 (FAA) 10210 6527 ILS or LOC Y RWY 20 Rwy Idg LOC I-ALW APP CRS 1194 TDŹE 111,7 196° WALLA WALLA RGNL (ALW)1194 Apt Elev When local altimeter setting not received, use Pendleton altimeter setting and increase all DA and all MDA 120 feet. Increase HIVOP DME fix S-LOC 20 MISSED APPROACH: Climb to  $\triangle$  Cat A visibility ¼ mile, Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile MALSR 1600 then climbing right turn to and Cat C visibility ½ mile. Cat D NA when using Pendleton altimeter setting. 4000 heading 340° and ALW #RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, VOR/DME R-308 to BACUN INT/ when using Pendleton altimeter setting increase S-ILS 20 all Cats visibility  $\frac{1}{2}$  mile. ALW 15.1 DME and hold. Inoperative table does not apply to S-LOC 20 Cat A visibility when using Pendleton altimeter setting. CHINOOK APP CON ★ Walla Walla Tower \* ASOS GND CON 135,875 133.15 379.15 118.5 (CTAF) ( 289.4 121.6 289.4 Procedure NA for arrivals at RENGO on (IAF) V536 and V187 northeast bound. **RENGO** MQG //108.2 MQG 40.6 Chan 19 6200 NoF **BACUN** 246 ALW [15.1] DATES (8) 108.4 PSC R-065 (IF) HOLOW INT Chan 21 4900 161° (8.5) ALW 17.8) 3200 86° (11 LOM/IAF AL 25 M TRINA 353 AL :=.. R.300 3600 ALW (6.7) 7600 6600 5200 to LOM 1939± 017° (6.7) (1719± 5505 HIVOP ALW 3.8 LOCALIZER 111.7 7 I-ALW :=.. WALLA WALLA 116.4 ALW

WW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010 Chan 1 1 6250 **ELEV 1194** TRINA LOM 1600 4000 196° 5.7 NM **BACUN** ALW Remain ALW [6.7] from FAF within 10 NM R-308 Δ hdg <u>6000</u> 340 **TDZE** 9١ (COSUV) \* LOC only 1194 3800 **HIVOP** 3072 \* 2320 when using 3200 ALW 3.8 Pendleton altimeter setting. 1.3% UP 3200 GS 3.00° 2200\* TCH 50 0.3% UP → 5948 X 150 2.8 NM-2.9 NM -**TWR** CATEGORY Α 1275 S-ILS 20 200 (200-1/2) #1394/24 2200/40 2200/50 S-LOC 20 2200-2½ 1006 (1100-2½) 1006 (1100-3/4) 1006 (1100-1) 2200-11/4 2200-11/2 2200-3 1006 (1100-3) CIRCLING 1006 (1100-11/4) 1006 (1100-11/2) REIL Rwy 2 HIVOP DME FIX MINIMUMS HIRL Rwy 2-20 U 1980/24 1980/40 1980-13/4 1980-2

WALLA WALLA, WASHINGTON

5:42 3:48 2:51 2:17 1:54

Knots 60 90 120 150 180

Min:Sec

FAF to MAP 5.7 NM

786 (800-11/4) 786 (800-21/4) 786 (800-21/2) 786 (800-1) WALLA WALLA RGNL (ALW) Amdt 9 29JUL10 46°06'N - 118°17'W ILS or LOC

786 (800-1/2)

1980-1

786 (800-3<sub>4</sub>)

1980-11/4

786 (800-134)

1980-21/4

786 (800-2)

1980-21/2

S-LOC 20

CIRCLING

WALLA WALLA RGNL (ALW) NDB RWY 20

Α

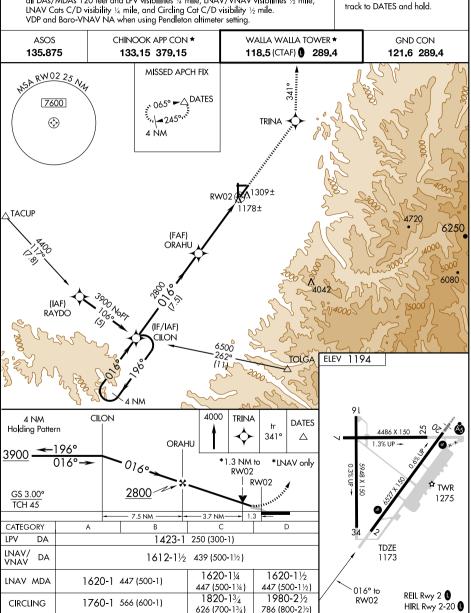
NW-1, 21 OCT 2010 to 18 NOV 2010

## RNAV (GPS) RWY 2 WALLA WALLA RGNL (ALW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Pendletion altimeter setting and increase all DAs/MDAs 120 feet and LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C/D visibility ½ mile.

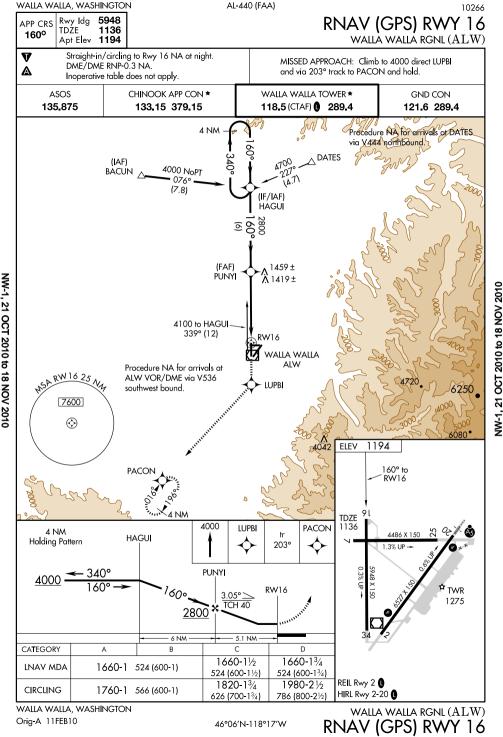
VDP and RecayNIAV NA whose views Pendletten altimaters, esting

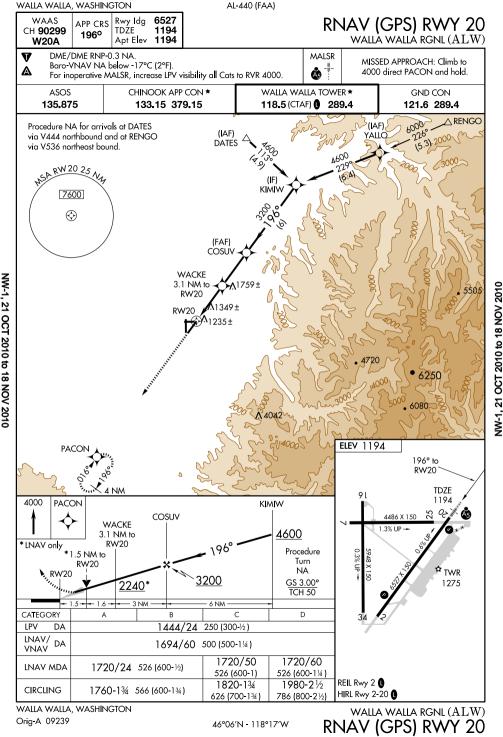
e MISSED APPROACH: Climb to 4000 direct TRINA and via 341°

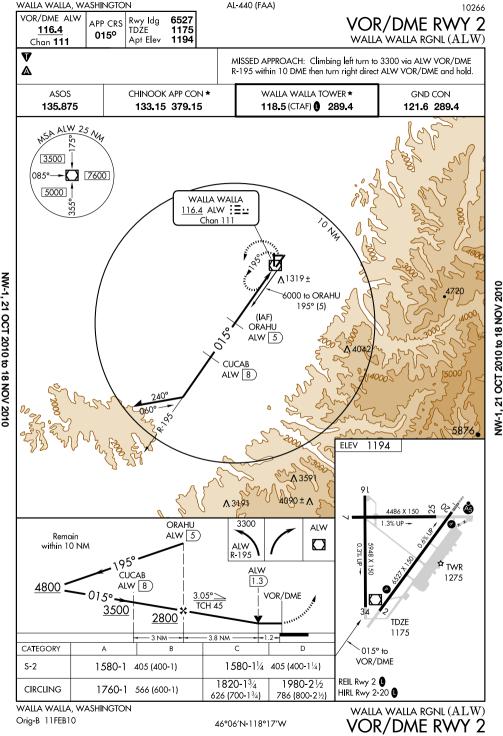


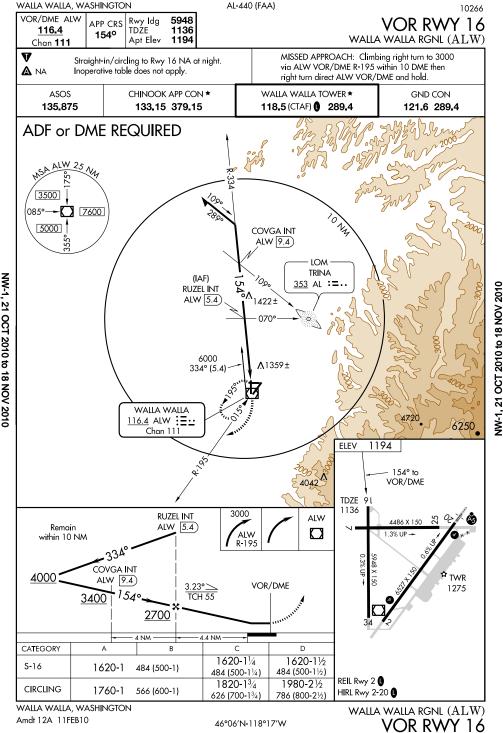
WALLA WALLA, WASHINGTON

Amdt 1 10266









WALLA WALLA GND CON 121.6 289.4
WALLA WALLA TOWER \* 118.5 (CTAF) 289.4 CHINOOK APP CON ★ 133.15 379.15 MOSES LAKE **SPOKANE** 115.0 MWH :... 115.5 GEG Chan 97 N47°12.65′-W119°19.01′ N47°33.90′-W117°37.61′ L-13. H-1 L-13. H-1 PULLMAN 109 0 PUW :--Chan 27 N46°40.46'-W117°13.41 L-13, H-1 YAKIMA 116.0 YKM =:= **NEZ PERCE** N46°34.22′-W120°26.68′ PASCO 108.2 MQG ==:-Chan 19 L-13, H-1 108.4 PSC ::: Chan 21 N46°22.89′-W116°52.17′ N46°15.78′-W119°06.94′ L-13 L-13 WALLA WALLA 116.4 ALW :=. N46°05.22′-W118°17.55′ L-13 PENDLETON 114.7 PDT :--Chan 94 N45°41.91′-W118°56.32′ L-13, H-1 NOTE: Chart not to scale. V

### DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF ALL RUNWAYS:</u> Climb via specified turn and heading for vector to assigned route.

LOST COMMUNICATIONS: If not in contact with Departure Control after reaching 2500' continue climb to assigned altitude and proceed direct to

ALW VOR/DME, thence via assigned route.

Note: Air Traffic Control may assign turns and magnetic headings of 195° clockwise through 020° in the initial clearance.

WALLA WALLA ONE DEPARTURE

walla walla, washington walla walla rgnl (ALW)

NOTAM FILE EAT

MIRL

### WASHINGTON

WENATCHEE

PANGBORN MEM (EAT) 4 E UTC-8(-7DT) N47°23.89' W120°12.34' S4 FUEL 100LL, JET A OX 1, 2 Class I, ARFF Index B 1249 B

RWY 12: REIL, PAPI(P4L)-GA 3.6° TCH 50', Road, Rgt tfc. RWY 30: RAIL, REIL. PAPI(P2L)-GA 4.3° TCH 45'. RWY 07-25: H4460X75 (ASPH) S-50, D-77, 2S-97, 2D-136

RWY 12-30: H5700X150 (ASPH-GRVD) S-75, D-100, 2S-97, 2D-250

RWY 07: Tree. Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-4460 TODA-4460 ASDA-4460 LDA-4460

1.0% up SE

RWY 12: TORA-5700 TODA-5700 ASDA-5700 LDA-5700

RWY 25: TORA-4460 TODA-4460 ASDA-4460 LDA-4460 RWY 30-

TORA-5700 TODA-5700 ASDA-5700 LDA-5700

AIRPORT REMARKS: Attended continuously. Rwy 07-25 CLOSED to all night operations. CLOSED to air carrier operations. Rwy 07-25

has extensive cracks, vegetation, and surface deterioration, Rwy 12 preferred no wind rwy. 24 hr PPR for unscheduled air carrier operations with more than 30 passenger seats call arpt ops.

509-860-1852. Bird hazard, Glider activity from Mar-Nov. Reflectors on Twys D and F only. ACTIVATE MIRL Rwy 12-30, REIL Rwv 12 and Rwv 30-CTAF, PAPI Rwv 12 and Rwv 30 opr

continuously. WEATHER DATA SOURCES: ASOS 119.925 (509) 886-4226. HIWAS 111.0 EAT.

COMMUNICATIONS: CTAF/UNICOM 123.0 BADGER MOUNTAIN RCO 122.3 (SEATTLE RADIO)

WENATCHEE RCO 122.6 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EAT. WENATCHEE (L) VORW/DME 111.0 EAT Chan 47 N47°23.98′ W120°12.65′

DME unmonitored. ILS/DME 109.35 I-ADJ Chan 30(Y) Rwy 12, LOC unusable byd 15 NM blo 5700'. COMM/NAV/WEATHER REMARKS: HIWAS unavailable

WESTPORT (14S) 1 N

14 NOTAM FILE SEA

RWY 12-30: H2318X50 (ASPH) MIRL

WHATCOM N48°56.72′ W122°34.76′

(H) VORTACW 113.0 HUH Chan 77

RWY 12: VASI(V2L). RWY 30: VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Unattended. Large bird nesting area adjacent to Rwy 12-30. Rwy 12-30 soft shoulders. COMMUNICATIONS: CTAF 122 9

NOTAM FILE BLI

HIWAS

WHIDBEY AIR PARK (See LANGLEY)

UTC-8(-7DT) N46°53.82' W124°06.05'

150° 9.3 NM to Bellingham Intl. 83/20E

at fld. 1224/19E. HIWAS.

SFATTLE

SFATTLE

IAP

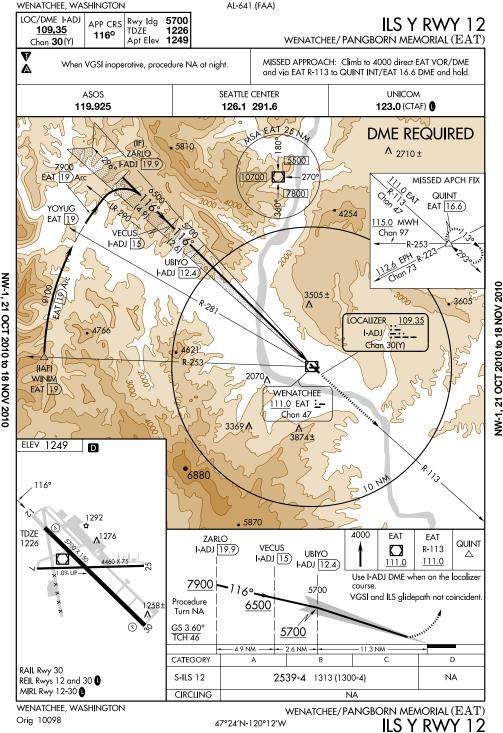
H-1C, L-1D, 13A

шп

*(*3

SFATTLE

H-1B, L-1E



APP CRS

116°

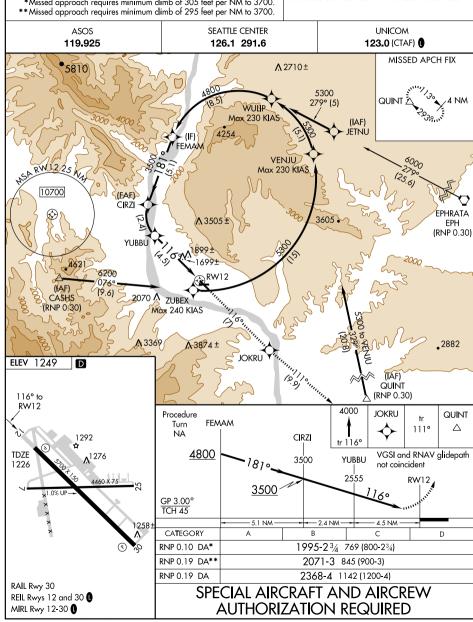
NW-1, 21 OCT 2010 to 18 NOV 2010

Rwy Ida 5700 1226 TDŹE 1249 Apt Elev

RNAV (RNP) RWY 12 WENATCHEE/PANGBORN MEMORIAL (EAT)

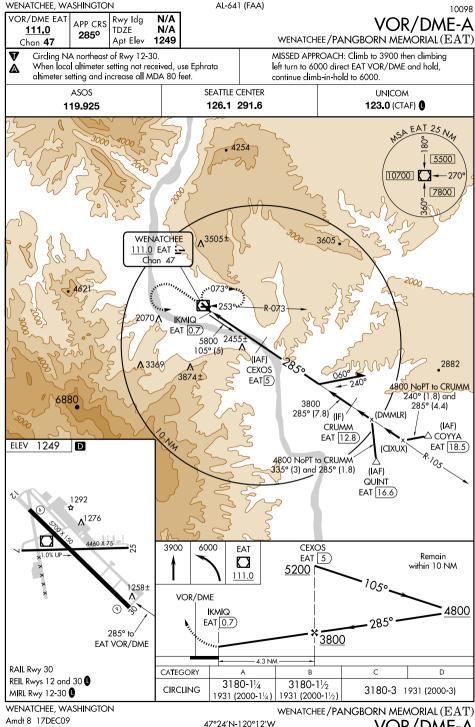
V RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). \*Missed approach requires minimum climb of 305 feet per NM to 3700.

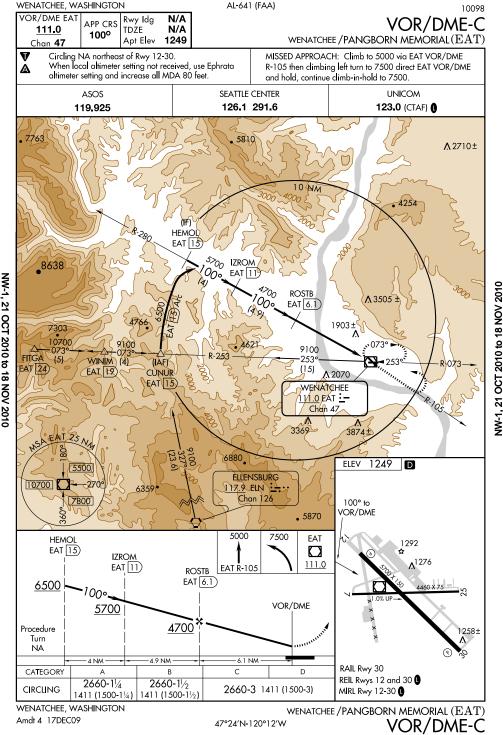
MISSED APPROACH: Climb to 4000 via track 116° to JOKRU and via track 111° to QUINT and hold.



WENATCHEE, WASHINGTON Orig 29JUL10

WENATCHEE/PANGBORN MEMORIAL (EAT)RNAV (RNP) RWY 12





10210

194 WASHINGTON

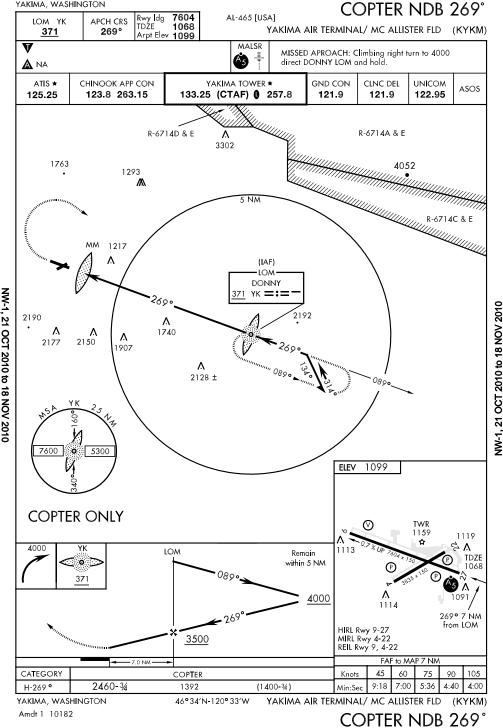
YAKIMA AIR TERMINAL/MCALLISTER FLD

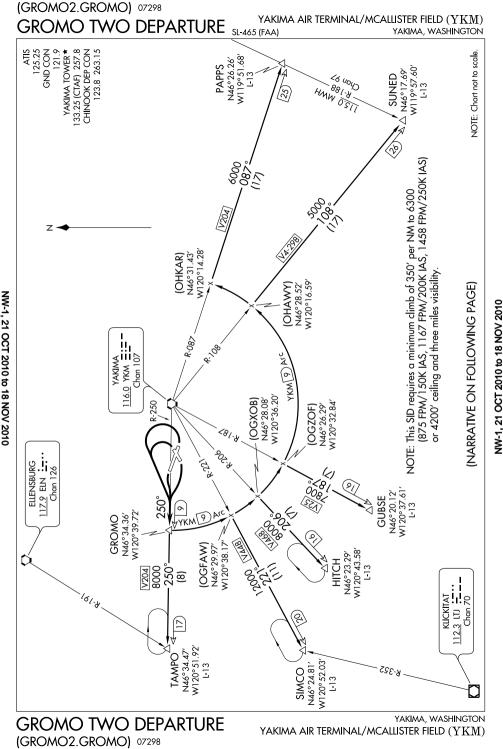
```
N46°34.09' W120°32.64'
                                                                                             H-1C, L-13A
1099 B S4 FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE YKM
                                                                                            IAP. DIAP. AD
                                  S-95, D-160, 2S-175, 2D-220, 2D/2D2-550 PCN 33 F/C/X/T
RWY 09-27: H7604X150 (ASPH-PFC)
  HIRL 0.7% up W
  RWY 09: REIL, VASI(V4L)—GA 3.0° TCH 50'.
                                               RWY 27: MALSR, PAPI(P4L)—GA 3.0° TCH 59', Road.
RWY 04-22: H3835X150 (ASPH-PFC) S-70, D-80, 2S-102, 2D-120 PCN 28 F/C/X/T MIRL 0.5% up SW
  RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 50'.
                                              RWY 22: REIL. PAPI(P4L)—GA 3.03° TCH 47'.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 04: TORA-3835 TODA-3835 ASDA-3835
                                                 LDA-3835
  RWY 09: TORA-7604 TODA-7604 ASDA-7604
                                                 LDA-7604
  RWY 22: TORA-3835 TODA-3835 ASDA-3835
                                                 LDA-3835
  RWY 27: TORA-7604 TODA-7604 ASDA-7604 LDA-7604
AIRPORT REMARKS: Attended continuously. Be alert: Birds invof Yakima River 5 NM east of approach to Rwy 27. Rwy
 04-22 some spalling and rayeling, PPR for unscheduled air carrier ops with more than 30 passenger seats, call
  arpt manger 509-575-6149/6014. Twy B from approach end of Rwy 22 to Twy A rstd to acft with wingspans 79'
 or less. When twr clsd ACTIVATE HIRL Rwv 09-27 and MALSR Rwv 27-CTAF.
WEATHER DATA SOURCES: ASOS (509) 248-1502.
COMMUNICATIONS: CTAF 133.25 ATIS 125.25 UNICOM 122.95
  RCO 122.5 (SEATTLE RADIO)
 CHINOOK APP/DEP CON 123.8 263.15 (1400-0600Z±)
                                                    SEATTLE CENTER APP/DEP CON 132.6 269.35 (0600-1400Z±)
  TOWER 133.25 (1400-0600Z±)
                                GND CON 121.9 CLNC DEL 121.9
AIRSPACE: CLASS D svc 1400-0600Z± other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE YKM
 (H) VORTACW 116.0 YKM
                            Chan 107 N46°34.21′ W120°26.68′
                                                                  247° 4.1 NM to fld. 984/21E.
   VOR portion unusable:
     350°-080° bvd 25 NM blo 9.000'
                                                             109°-135° bvd 25 NM bl0 6.000'
                                                             135°-180° byd 30 NM blo 7,500′
     025°-035° byd 5 NM blo 6,000'
     080°-105° byd 35 NM blo 6,000'
                                                              195°-225° byd 30 NM blo 8,500′
     105°-107° byd 25 NM blo 6,000'
                                                              305°-335° bvd 30 NM blo 9.000'
   DMF unusable:
     095°-115° byd 26 NM blo 8,000'
                                                              207°-230° bvd 20 NM bl0 10.000′
                                                             290°-315° byd 20 NM blo 11,000′
     095°-115° byd 35 NM
                                                              315°-080° byd 12 NM blo 15,000'
     115°-207° byd 20 NM blo 8,500′
     115°-207° bvd 36 NM blo 10.000'
  DONNY NDB (LOM) 371
                    YK N46°31.54′ W120°22.33′ 274° 7.6 NM to fld. Unmonitored when twr clsd.
  ILS 110.1 I-YKM
                      Rwy 27. LOM DONNY NDB. ILS unmonitored when tower closed.
  COMM/NAV/WEATHER REMARKS: During hours twr is clsd all ops in vicinity of arpt restricted to acft with VHF radio
```

capability, unless an emerg exist necessitating UHF equipped acft to land.

(YKM)(KYKM) P 3 S UTC-8(-7DT)

**SFATTLE** 





YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)YAKIMA, WASHINGTON

V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left, thence....

TAKE-OFF RUNWAY 22: Turn right, thence....

TAKE-OFF RUNWAY 27: Climb runway heading, thence....

....Intercept and proceed via YKM R-250 to the GROMO DME Fix (YKM R-250/9), thence via (assigned transition).

GUBSE TRANSITION (GROMO2.GUBSE): From over GROMO DME Fix via 9 DME Arc

and V25 to GUBSE DME Fix. HITCH TRANSITION (GROMO2.HITCH): From over GROMO DME Fix via 9 DME Arc

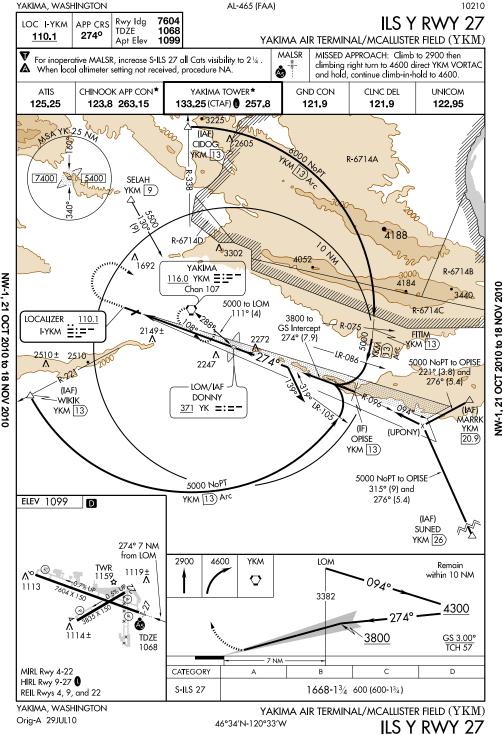
and V468 to HITCH DME Fix. NOTE: Climb in holding pattern NE of HITCH DME Fix, right turns, 206° inbound to 8000 feet before proceeding on course. PAPPS TRANSITION (GROMO2.PAPPS): From over GROMO DME Fix via 9 DME Arc

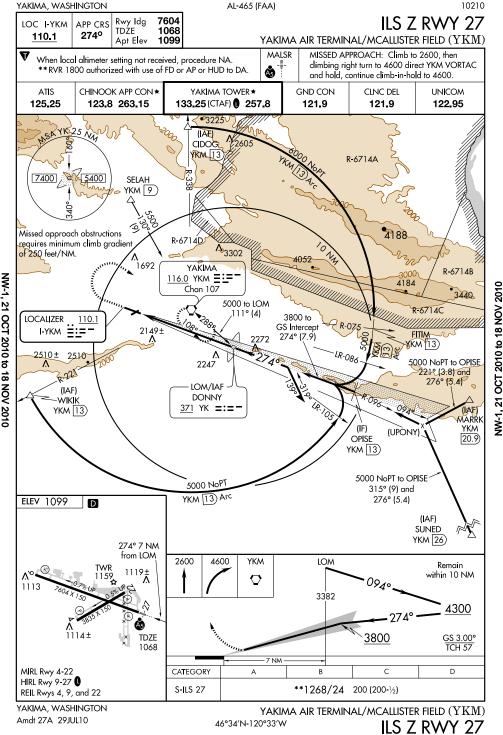
and V204 to PAPPS INT.

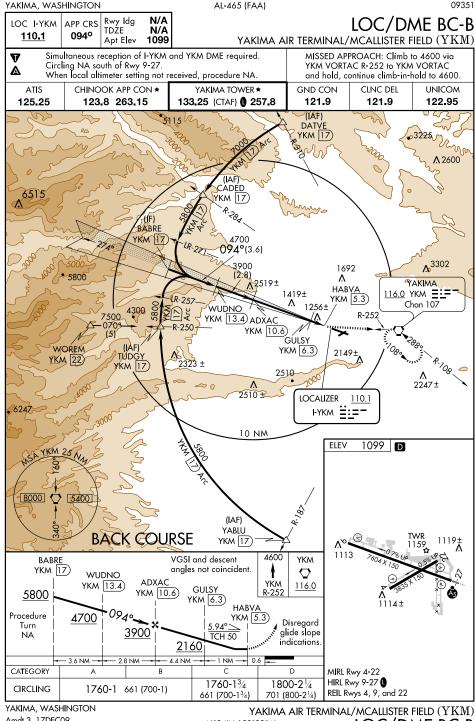
SIMCO TRANSITION (GROMO2.SIMCO): From over GROMO DME Fix via 9 DME Arc and V448 to SIMCO INT. NOTE: Climb in holding pattern NE of SIMCO INT, right turns, 221° inbound to 12000 feet before proceeding on course.

SUNED TRANSITION (GROMO2.SUNED): From over GROMO DME Fix via 9 DME Arc and V4-298 to SUNED INT.

TAMPO TRANSITION (GROMO2.TAMPO): From over GROMO DME Fix via V204 to TAMPO INT. NOTE: Climb in holding pattern east of TAMPO INT, right turns, 250° inbound to 8000' before proceeding on course.

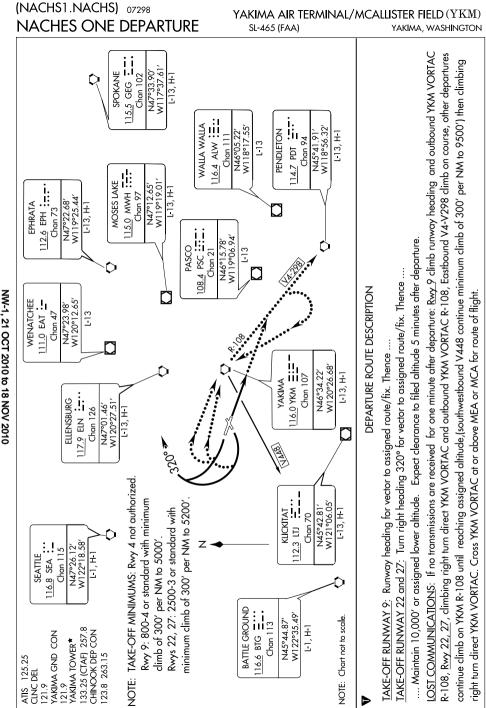




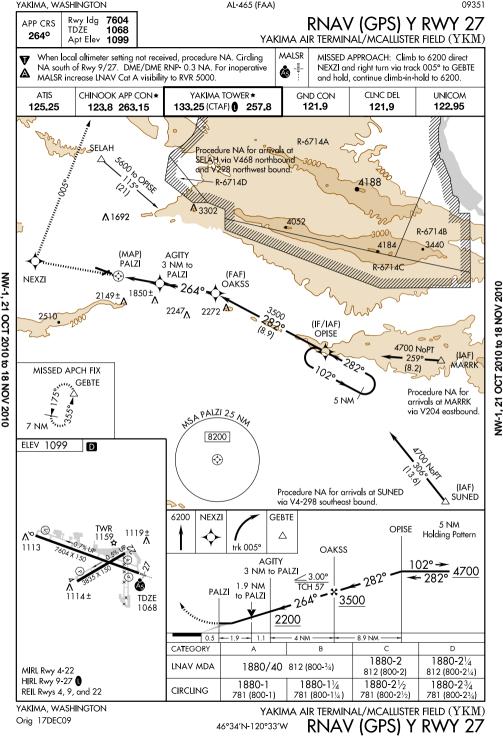


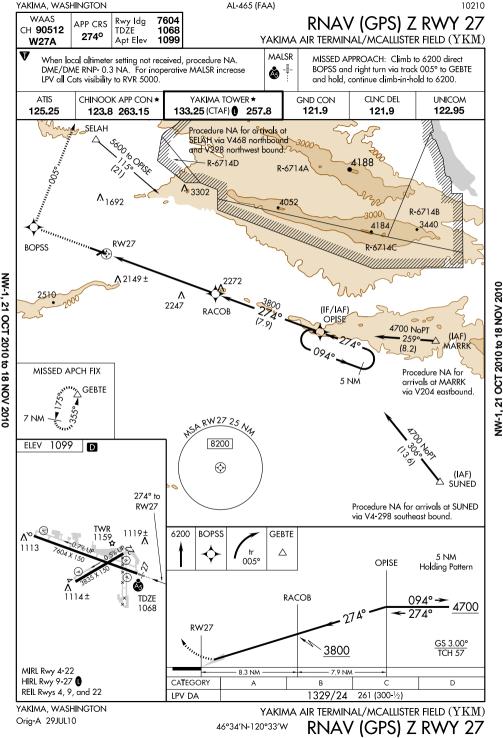
Ζ Υ-1,

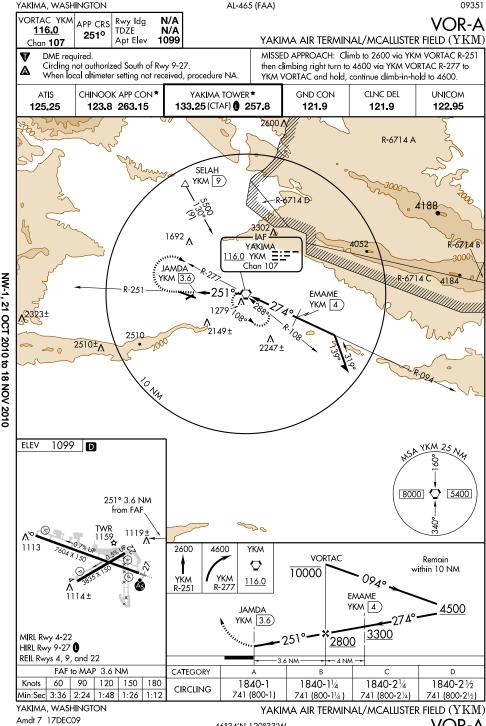
, 21 OCT 2010 to 18 NOV 2010

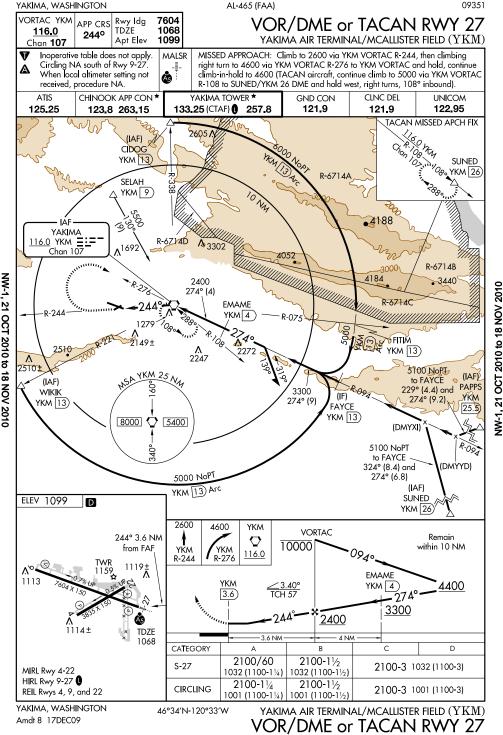


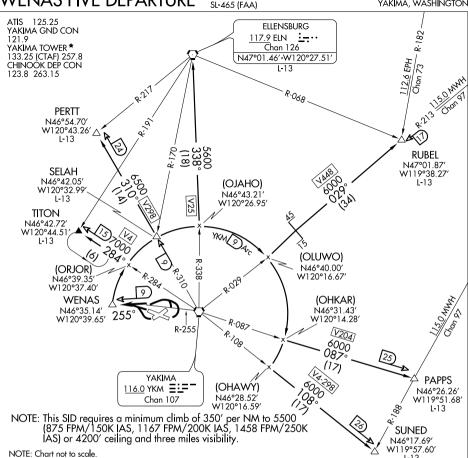
NACHES ONE DEPARTURE (NACHS1.NACHS) 07298 YAKIMA, WASHINGTON
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)











V

NW-1, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left thence...

<u>TAKE-OFF RUNWAY 22:</u> Turn right thence.... TAKE-OFF RUNWAY 27: Climb runway heading thence....

....Intercept and proceed via YKM R-255 to the WENAS DME Fix (YKM 255/9) thence via (assigned

transition) ELLENSBURG TRANSITION (WENAS5.ELN): From over WENAS DME Fix via 9 DME Arc and V25 to ELN VORTAC.

PAPPS TRANSITION (WENAS5.PAPPS): From over WENAS DME Fix via 9 DME Arc and V204 to PAPPS

PERTT TRANSITION (WENAS5.PERTT): From over WENAS DME Fix via 9 DME Arc and V298 to PERTT INT. RUBEL TRANSITION (WENASS.RUBEL): From over WENAS DME Fix via 9DME Arc and V448 to RUBEL INT.

SELAH TRANSITION (WENAS5.SELAH): From over WENAS DME Fix via 9 DME Arc to SELAH INT. SUNED TRANSITION (WENAS5.SUNED): From over WENAS DME Fix via 9 DME Arc and V4-298 to

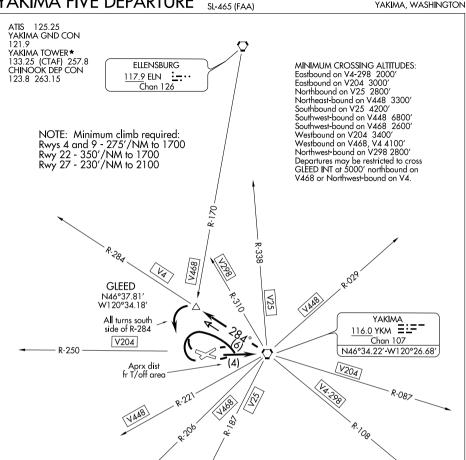
SUNED INT.

TITON TRANSITION (WENAS5.TITON): From over WENAS DME Fix via 9 DME Arc and V4 to TITON INT. NOTE: Climb in holding pattern Southeast of TITON INT, left turns, 284° inbound to 7000 feet before proceeding on course.

WENAS FIVE DEPARTURE (WENAS5.WENAS) 10210

L-13

# YAKIMA FIVE DEPARTURE



V

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 22 or 27: Turn right, thence....

TAKE-OFF RUNWAY 9: Turn left, thence....

....Climb direct YKM VORTAC. Continue climb on YKM R-284 between the VORTAC and GLEED INT., all turns south of the 284 radial, to cross YKM VOR-

TAC at or above (minimum crossing altitudes). Thence via (assigned route).

ATIS 125.25 CLNC DEL

121.9

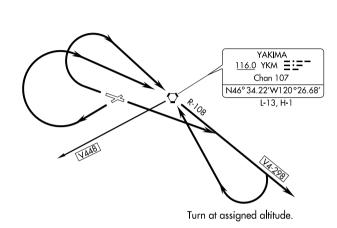
YAKIMA GND CON 121.9

YAKIMA TOWER\* 133.25 (CTAF) 257.8 CHINOOK DEP CON

123.8 263.15

NOTE: TAKE-OFF MINIMUMS: Rwy 4 not authorized. Rwy 9: 800-4 or standard with a minimum climb of 300' per NM to 5000'.

Rwys 22 and 27: 2500-3 or standard with minimum climb of 300' per NM to 5200'.



NOTE: Chart not to scale.



NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb runway heading and outbound YKM R-108. Thence.... TAKE-OFF RUNWAYS 22 and 27: Climbing right turn direct YKM VORTAC and outbound

R-108. Thence....

..... Eastbound aircraft V4-298 continue climb on course, other departures continue climb on YKM R-108 until reaching assigned altitude, ( Southwestbound V448 continue minimum climb of 300' per NM to 9500'), then climbing right turn direct YKM VORTAC. All aircraft cross YKM VORTAC at or above MEA or MCA for route of flight.

ZILLA ONE DEPARTURE (OBSTACLE)

YAKIMA, WASHINGTON ÝAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM) NAME



21 OCT 2010 to 18 NOV 2010

#### INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR  ALBANY MUNI VOR/DME or GPS-A  NA except for operators with approved weather reporting service.
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.
ASTORIA, OR ASTORIA RGNLRNAV (GPS) Rwy 26 <sup>12</sup> VOR Rwy 8 <sup>3</sup> <sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR AURORA STATE
BAKER, MT BAKER MUNINDB Rwy 131

ASTORIA, OR
ASTORIA RGNL RNAV (GPS) Rwy 2612 VOR Rwy 83
<sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ; Category D, 900-3. <sup>3</sup> Category C, 800-2 <sup>1</sup> / <sub>4</sub> ; Category D, 900-3.
AURORA, OR
AURORA STATELOC Rwy 17 <sup>1</sup> RNAV (GPS) Rwy 17 <sup>23</sup> RNAV (GPS) Rwy 35 <sup>2</sup>
¹Category D, 800-2¼. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
BAKER, MT BAKER MUNINDB Rwy 131
NDB Rwy 31 <sup>2</sup> ¹Categories A,B, 1100-2; Categories C,D, 1100-3.

2Categories A,B, 1000-2; Category C, 1000-23/4;

BAKER CITY MUNI ...... RNAV (GPS) Rwy 1312

NAME ALTE BELLINGHAM, WA BELLINGHAM INTL NA when local weather no	RNAV (GPS) Rwy 16
BIG PINEY, WY MILEY MEMORIAL FIELD Category D, 800-21/4.	VOR Rwy 31
	NAV (GPS) Rwy 10L <sup>2</sup> NAV (GPS) Rwy 28R <sup>3</sup> -2 <sup>1</sup> / <sub>4</sub> .
BOISE, ID BOISE AIR TERMINAL(GO FIELD)RN	

BOISE AIR TERMINAL(GOWEN
FIELD) LOC BC Rwy 28L
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT	
<b>GALLATIN FIELD</b>	RNAV (GPS)-A1
	VOR Rwy 12 <sup>2</sup>
<sup>1</sup> Categories A, B, 1900-3.	1900-2; Categories C, D,
<sup>2</sup> Categories A. B.	900-2: Category C. 900-23/4:

# BREMERTON, WA

Category D, 900-3.

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available. 1Categories A,B, 1200-2; Categories C,D, 1200-3.



**ALTERNATE MINS** 

<sup>4</sup>NA when control zone not in effect.

<sup>1</sup>NA when local weather not available.

3Categories A,B, 1900-2; Categories C,D,

Category D, 1000-3.

<sup>2</sup>Category D, 900-23/4.

**BAKER CITY, OR** 

1900-3.

VOR-A13

VOR/DME Rwy 1324





ALTERNATE MINIMUMS RNAV (GPS) Rwy 31 <sup>1</sup>
VOR/DMÉ Rwy 31 <sup>2</sup> er not available.
; Category D, 800-2½.
VOR-A
VOR/DME-B er not received.
INT VERNON, WA
NDB Rwy 101
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
er not available. 0-2; Categories C,D,
VOR Rwy 30 0-2; Categories C,D,
ILS Y Rwy 15 <sup>1</sup> LOC/DME Rwy 15 <sup>2</sup> RNAV (GPS) Y Rwy 15 <sup>3</sup>
V (GPS) Z Rwy 15,1200-2
VOR or GPS-B.1400-3
OR/DME or GPS-A.3000-3
1200-4.
0-2; Categories C,D,
0-2; Categories C,D,

# 

	<del></del>
NAME CHEYENNE, WY	ALTERNATE MINIMUMS
CHEYENNE RGNL/	JERRY OLSON
	ILS or LOC Rwy 27 <sup>1</sup>
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NDB Rwy 271
	RNAV (GPS) Rwy 9 <sup>2</sup>
	RNAV (GPS) Rwy 13 <sup>2</sup>
	RNAV (GPS) Rwy 31 <sup>2</sup>
<sup>1</sup> NA when control to	, , ,
<sup>2</sup> NA when local we	ather not available.
CODY, WY	
,	
YELLOWSTONE	
REGIONAL	RNAV (GPS) Rwy 221
	VOR or GPS-A <sup>2</sup>
0 , ,	21/4; Category D, 200-23/4.
<sup>2</sup> Category D, 900-3	3.
COEUR D'ALENE	, ID
COEUR D'ALENE-F	PAPPY
BOYINGTON FIELD	ILS or LOC/DME Rwy 5

NDB Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

DEER PARK, WA

DEER PARK ....... RNAV (GPS) Rwy 34

NA when local weather not available.

DILLON, MT

DILLON .......VOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ......VOR Rwy 29 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ......RNAV (GPS)-A

Categories A, B, 1100-2.

NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ................................ RNAV (GPS) Rwy 25¹

RNAV (GPS) Rwy 29

VOR-B²

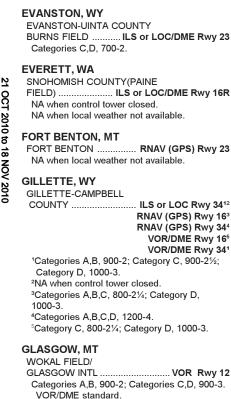
NA when local weather not available. Category D, 800-21/4.

<sup>2</sup>Category A, 1500-2.



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ALTERNATE MINS

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. <sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4; Category D, 1300-3.

FIELD .....ILS or LOC/DME Rwy 16R1

EPHRATA MUNI ..... RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L<sup>1</sup> RNAV (GPS) Rwy 34R<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup> VOR/DME Rwy 3<sup>1</sup> VOR Rwy 21<sup>1</sup>

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

<sup>1</sup>Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

# HAVRE, MT

HAVRE CITY-COUNTY ......VOR Rwy 26 Categories A, B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ..... ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 <sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. <sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

# HOQUIAM, WA

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BOWERMAN ..... RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

<sup>1</sup>Category D, 800-21/4.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-23/4; Category D, 900-3.

#### IDAHO FALLS, ID

IDAHO FALLS RGNL ...... ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

<sup>1</sup>ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

<sup>2</sup>Category E, 800-21/2.

<sup>3</sup>NA when local weather not available.

#### JACKSON, WY

JACKSON HOLE .....RNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

<sup>1</sup>Categories A,B, 1200-2; Categories C,D, 1200-3. <sup>2</sup>Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY ...... RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. <sup>1</sup>Categories A, B, 1300-2; Categories C, D,

1300-3.

# JOHN DAY, OR

**GRANT COUNTY RGNL/** OGILVIE FIELD ..... RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

## KALISPELL, MT

GLACIER PARK INTL .....ILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

<sup>1</sup>ILS, Categories C, D, 700-2. <sup>2</sup>NA when local weather not available.

## KELSO, WA

SOUTHWEST

WASHINGTON RGNL ..... RNAV (GPS) Rwy 12 Categories A, B, 900-2.

#### KLAMATH FALLS. OR

KLAMATH FALLS .... ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 <sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. <sup>4</sup>Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

## LAKEVIEW, OR

LAKE COUNTY ...... VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



# ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 <sup>2</sup>
	RNAV (RNP) Z Rwy 12 <sup>2</sup>
	RNAV (RNP) Z Rwy 26 <sup>2</sup>
	VOR Rwy 8 <sup>3</sup>
	VOR Rwy 261
¹Category D, 800-21/4	

<sup>2</sup>NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

## LEWISTOWN. MT

LEWISTOWN MUNI ...... RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

## LIVINGSTON, MT

MISSION FIELD ...... VOR/DME-B1 VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

#### MC CALL, ID

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MC CALL MUNI ..... RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

#### MC MINNVILE, OR

MC MINNVILLE MUNI ...... ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

#### NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwv 1412

LOC/DME BC-B<sup>23</sup> RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 <sup>1</sup>ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. <sup>2</sup>NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

#### MISSOULA. MT

MISSOULA INTL .....ILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

#### MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R<sup>2</sup> RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L<sup>2</sup> VOR -3 Rwy 14L<sup>2</sup> VOR Rwy 22<sup>2</sup> VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.









234		
NA except for opera reporting service.	ALTERNATE MINIMUMSVOR or GPS Rwy 31 ttors with approved weather 0-2;Categories C,D, 900-3.	NAME PENDLETO EASTERN O PENDLETO
NORTH BEND, OR SOUTHWEST OREC RGNL		NA when I
	VOR-A <sup>3</sup> VOR/DME-B <sup>2</sup> VOR/DME Rwy 4 <sup>4</sup>	PINEDALE PINEDALE/ FIELD
21/4; Category D, 1 900-21/4; Category 2Category C, 900-21	B, 800-2; Category C, 900- 100-3. LOC, Category C, D,1100-3. 4; Category D, 1100-3. 200-2; Categories C, D,	NA when I  1Category 2Category
⁴Categories C, D, 10		POCATELL POCATELL
NA when local weat	RNAV (GPS) Rwy 7	<sup>1</sup> NA when <sup>2</sup> NA when
OLYMPIA, WA OLYMPIA RGNL	ILS or LOC Rwy 17 <sup>123</sup> RNAV (GPS) Rwy 17 <sup>2</sup> RNAV (GPS) Rwy 35 <sup>2</sup> VOR-A <sup>24</sup> VOR/DME Rwy 35 <sup>2</sup>	PORT ANG WILLIAM R FAIRCHILD
<sup>1</sup> ILS, Categories C, <sup>2</sup> NA when local wea <sup>3</sup> NA when control to <sup>4</sup> Category D, 800-21	D, 700-2. ther not available. wer closed.	NA when Interpretation 1000-3.
ONTARIO, OR ONTARIO MUNI  NA when local weat		
D4000 1444		

NAME PENDLETON, OR EASTERN OREGON PENDLETON	ALTERNATE MINIMUMS  RGNL AT ILS or LOC/DME Rwy 25¹ RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 29 VOR Rwy 7
NA when local weath ¹ILS, NA when contro	ner not available.
PINEDALE, WY PINEDALE/RALPH W FIELD  NA when local weath ¹Category C, 800-2½² Category D, 800-2½	RNAV (GPS) Rwy 11 <sup>2</sup> RNAV (GPS) Rwy 29 <sup>2</sup> ner not available. 4; Category D, 800-2½.
POCATELLO, ID POCATELLO RGNL  1NA when control zo 2NA when local weat	
DODT ANCEL EC M	MA.

## GELES, WA

D INTL .....ILS or LOC Rwy 8 RNAV (GPS) Rwy 81

RNAV (GPS) Rwy 26 local weather not available.

es A, B, 1000-2; Categories C, D,



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PASCO, WA



3Category D, 800-21/4.

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

TRI-CITIES ..... ILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30 M7

# ALTERNATE MINS



ALIERNAIE MINS	
NAME ALTERNATE MINIMUMS PORTLAND, OR	NAME ALTERNATE MINIMUMS REDMOND, OR
PORTLAND INTL ILS or LOC Rwy 10L¹ ILS or LOC Rwy 10R²	ROBERTS FIELDILS or LOC Rwy 22¹ VOR/DME Rwy 22²
ILS or LOC Rwy 28L <sup>3</sup> ILS or LOC Rwy 28R <sup>4</sup>	<sup>1</sup> ILS,LOC,Category D,800-2½; Category E, 800-2½.
LOC/DME Rwy 21 <sup>5</sup> RNAV (GPS) Rwy 10L <sup>5</sup>	<sup>2</sup> Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.
RNAV (GPS) Rwy 10R <sup>5</sup> RNAV (GPS) Rwy 12 <sup>6</sup>	RENTON, WA
RNAV (GPS) Rwy 28L <sup>5</sup> RNAV (GPS) Rwy 28R <sup>5</sup>	RENTON MUNI NDB Rwy 16¹ RNAV (GPS) Y Rwy 16²
VOR/DME Rwy 21 <sup>5</sup> VOR-A <sup>7</sup>	NA when local weather not available.  ¹Categories A, B, 1000-2; Categories C, D,
VOR Rwy 28R⁵ ¹ILS, Category A, 700-2; Categories B, C,	1000-3. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2 <sup>3</sup> / <sub>4</sub> ;
800-2; Category D, 1000-3. LOC, Category D, 1000-3.	Category D, 900-3.
<sup>2</sup> Categories A, B, C, 900-2; Category D, 1000- 3; Category E, 1200-3.	REXBURG, ID REXBURG-MADISON
<sup>3</sup> ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3; Category E, 1200-3.	COUNTY RNAV (GPS) Rwy 35  NA when local weather not available.
LOC, Category D, 1000-3; Category E, 1200-3.	Category D, 800-2½.
4ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3. LOC, Category D,	RICHLAND, WA RICHLANDNDB Rwy 191
1000-3.	RNAV (GPS) Rwy 191
<sup>5</sup> Category D, 1000-3. <sup>6</sup> NA when local weather not available.	RNAV (GPS) Rwy 26¹ VOR/DME-A²
<sup>7</sup> Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.	VOR Rwy 26¹ ¹Category D, 800-2½.
PORTLAND-HILLSBOROILS or LOC Rwy 121	<sup>2</sup> Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	RIVERTON, WY
NA when local weather not available.  ¹Categories A, B, 1500-2; Categories C, D,	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10
1500-3.	RNAV (GPS) Rwy 28 VOR Rwy 10
PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3;	VOR Rwy 28 NA when local weather not available.
Category D, 1300-3.	ROSEBURG, OR
PULLMAN/MOSCOW, WA PULLMAN/MOSCOW	ROSEBURG RGNL RNAV (GPS)-B NA when local weather not available.
MUNIRNAV (GPS) Rwy 5,800-21/4	Category D, 1400-3.
RAWLINS, WY	
RAWLINS MUNI/ HARVEY FIELD RNAV (GPS) Rwy 22 <sup>1</sup>	SALEM, OR MCNARY FIELDILS or LOC Rwy 31 <sup>12</sup>
VOR/DMÉ Rwy 22 <sup>2</sup> <sup>1</sup> Categories A, B, 900-2; Category C, 900-2½;	LOC/DME Rwy 313 RNAV (GPS) Rwy 3113
Category D, 900-23/4.	<sup>1</sup> NA when local weather not available.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3.

<sup>1</sup>NA when local weather not available. <sup>2</sup>ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

<sup>3</sup>Category D, 800-21/2.



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VOR Rwv 7<sup>2</sup>

# ALTERNATE MINS

4	
NAME	ALTERNATE MINIMUMS
SALMON, ID	
LEMHI COUNTY	RNAV (GPS)-D
NA when local weath	ner not available.
Categories A, B, 300	00-2; Category C, 3000-3.
SCAPPOOSE, OR	
SCAPPOOSE INDUS	TRIAL
AIRPARK	VOR/DME or GPS-A
	Category C, 1000-2¾;
Category D 1300-3	
SEATTLE, WA	
BOEING FIELD-KING	
INTL	ILS or LOC Rwy 31L1
	LOC/DME Rwy 13R <sup>2</sup>
	RNAV (GPS) Y Rwy 13R <sup>3</sup>
	RNAV (RNP) Z Rwy 13R4
1Cotogon, A 900 2.	Cotogon, B. 000 2:

¹Category A, 800-2; Category B, 900-2; Category C, 900-21/2; Category D, 1000-3.

<sup>2</sup>Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

3Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

4Categories A, B, C, D, 800-21/4.

#### SHERIDAN, WY SHERIDAN

COUNTY .....ILS or LOC/DME Rwv 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

VOR Rwv 14 NA when local weather not received. Category D, 800-21/4.

### SIDNEY, MT

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SIDNEY-RICHLAND MUNI ..... NDB Rwy 11 NDB Rwy 19<sup>2</sup> RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 193

NA when local weather not available.

1Categories A. B. 900-2: Category C. 900-21/2: Category D, 900-234.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3. 3Category D, 800-21/4.

ALTERNATE MINIMUMS NAME SPOKANE. WA

FELTS FIELD ..... ILS/DME Rwy 21R1

RNAV (GPS)-A2 RNAV (GPS) Rwy 3L2

VOR Rwy 3L34 <sup>1</sup>Categories A,B, 1000-2;Category C, 1000-23/4.

<sup>2</sup>Categories A,B, 1000-2; Category C, 1000-23/4; Category D, 1000-3. 3Categories A, B, 1000-2; Categories C, D,

1000-3.

<sup>4</sup>NA when local weather not available.

SPOKANE INTL .....ILS or LOC Rwy 31 RNAV (GPS) Rwy 32 VOR Rwy 33

<sup>1</sup>ILS, Category D, 700-2. <sup>2</sup>Category D. 800-21/4. 3Category E, 800-21/2.

#### TACOMA, WA

TACOMA NARROWS .....ILS Rwy 171 NDB Rwv 351 RNAV (GPS) Rwy 1712 RNAV (GPS) Rwy 3523

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>NA when local weather not available.

#### THE DALLES, OR

COLUMBIA GEORGE RGNL/

THE DALLES MUNI ..... RNAV (GPS)-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

#### TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL .....ILS or LOC Rwy 251 NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25

NA when local weather not available. <sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-21/4; Category D, 800-21/2.





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# **ALTERNATE MINS**



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ...... ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 <sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available. 4Category D, 800-21/2.

## WENATCHEE, WA

**PANGBORN** 

MEMORIAL ..... ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

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## WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

#### WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16 Categories C,D, 800-21/2.

#### YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD .... ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12 RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/2; Category D, 800-23/4.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D,

1100-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.





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# RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY Amdt 1B, MAY 8, 2008 (FAA) CHEYENNE RGNL/JERRY OLSON FIELD

**ELEV 6159** 

RADAR - 124.55 263.075 ₩ A NA

101271	HAT/ HAT/									
				DA/	HAT			DA/	HATI	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	<b>6321</b> /24	200	(200-1/2)				
	_									
ASR	-					` ,				` ,
	27		ABC	<b>6520</b> /24	399	(400-1/2)	DE	<b>6520</b> /50	399	(400-1)
CIR	ALL		AB	6660-1	501	(600-1)	С	6660-11/2	501	$(600-1\frac{1}{2})$

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 11/2. PAR not available when ASR out of service.

561 (600-2)

Ε

UAT/

GRAY AAF (KGRF), FORT LEWIS, WA (Amdt 1 10210 USA)

**6720**-2

**ELEV 300** 

**6960**-2¾ 801 (900-2¾)

RADAR - (E) 128.2 139.925 239.0 317.4 ₩ A NA

D

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR 1	15	3.0°/55/853	ABCD	499/24	200	(200-1/2)
	33	3.0°/39/729	ABCD	500-1/2	200	(200-1/2)

<sup>&</sup>lt;sup>1</sup>Opr cont exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Rwy 15: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 1000, then climbing left turn to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 1000, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GRF NDB and hold NW, RT, 147° inbound (ADF REQUIRED). LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

NW-1

# RADAR INSTRUMENT APPROACH MINIMUMS

21 OCT 2010 to 18 NOV 2010

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## RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

**ELEV 193** 

A J EISENBERG

RADAR - 118.2 285.65 🔻 🗥 NA

ASR	<b>RWY</b> 7	GS/TCH/RPI	CAT AB CD	<b>DA/ MDA-VIS</b> 620-1 NA	HATh/ HAAA 427	<u>CEIL-VIS</u> (500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (10210 USN) ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x  $\overline{V}$ 

PAR¹	RWY 14 <sup>5</sup> 12 32 <sup>7</sup> 14 7 <sup>3</sup> 11 25 <sup>2</sup> 13	GS/TCH/RPI 3.0°/48/947 3.0°/34/772 3.0°/50/961 3.0°/40/718	CAT ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 139-¼ 297-½ 125-½ 228-½	HAT/ HATh/ HAA 100 250 100 200	CEIL-VIS (100-1/4) (300-1/2) (100-1/2) (200-1/2)
W/O GS	7 14 <sup>7</sup> 12 32 <sup>8</sup> 10 25 <sup>6</sup> 13		ABCDE AB CDE ABC DE AB C D	300-1 360-½ 360-¾ 500-¾ 500-1 620-½ 620-1 620-1¼ 620-1½	275 321 321 453 453 593 593 593 593	(300-1) (400-½) (400-¾) (500-¾) (500-1) (600-½) (600-1) (600-1½)
ASR	711		AB C DE	460-1 460-11/4 460-11/2	435 435 435	(500-1) (500-1½) (500-1½)
	144 12		AB C D E	620-½ 620-1 620-1¼ 620-1½	581 581 581 581	(600-½) (600-1) (600-1½) (600-1½)
	328 12		AB C D E	680-½ 680-1¼ 680-1½ 680-1¾	633 633 633 633	(700-½) (700-1¼) (700-1½) (700-1¾)

NW-1

# RADAR INSTRUMENT APPROACH MINIMUMS

N2

# RADAR MINS

10210

21 OCT 2010 to 18 NOV 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

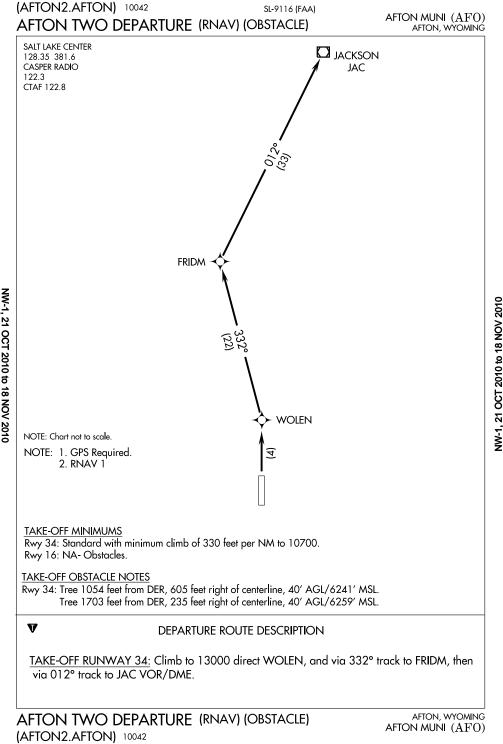
## WHIDBEY ISLAND NAS (KNUW) WA (CONT'd)

2510 11	Α	780-1/2	753	(800-1/2)
	В	<b>780</b> -¾	753	(800-3/4)
	С	<b>780</b> -1¾	753	(800-13/4)
	D	<b>780</b> -2	753	(800-2)
	E	<b>780</b> -21⁄4	753	(800-21/4)
CIRCLING 7. 14. 25. 329	Α	<b>740</b> -1	693	(700-1)
, , ,	В	800-11/4	753	(800-11/4)
	С	800-21/4	753	(800-21/4)
	D	860-23/4	813	(900-23/4)
	E	<b>1120</b> -3	1073	(1100-3)
CIRCLING 25°	Α	<b>780</b> -1	733	(800-1)
ASR	В	800-11/4	753	(800-11/4)
	С	800-21/4	753	(800-21/4)
	D	860-23/4	813	(900-23/4)
	E	<b>1120</b> -3	1073	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Missed approach minimum climb rate 226′/NM until reaching 3000. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT D to 2 miles, CAT C to 1¼ miles. CAT D to 2 miles, CAT E to 2½ miles. ⁵When Circling to RWY 32, increase vis CAT A to 1¼ mile. ¹⁰When ALS inop, increase vis CAT A to 1 mile, CAT B to 1½ miles, CAT C to 2½ miles, CAT D to 2½ miles, CAT E to 2¾ miles. ¹¹Amdt 1. ¹²Amdt 2. ¹³Amdt 3. ¹⁴Amdt 4.

NW-1

# RADAR INSTRUMENT APPROACH MINIMUMS



WYNMING 195

NOTAM FILE CPR

1 SW UTC-7(-6DT) N42°42.53' W110°56.53'

MIRL 0.5% up S

OX 1

COMMUNICATIONS: CTAF/UNICOM 122 8 SALT LAKE CENTER APP/DEP CON 128.35

Rwv 34-CTAF.

(AFO)

RWY 16-34: H7025X75 (ASPH) S-24

FIIFI 100LL IFT A

RWY 16: REIL, PAPI(P2L)—GA 3.0° TCH 40', Pole, Rgt tfc. RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z±. Sat

1500-1900Z±. Fuel 24 hr credit card svc avbl. Snowbanks 4' to 7' along rwys and taxiways edges from Oct-May with slick spots all surfaces. All twys marked with reflective markers, ACTIVATE

AFTON MIINI

6221 R S4

ALPINE

BIG PINEY RCO 122.3 (CASPER RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE BPI. BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77'

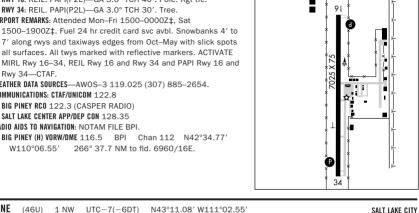
W110°06.55' 266° 37.7 NM to fld. 6960/16E.

WEATHER DATA SOURCES-AWOS-3 119.025 (307) 885-2654.

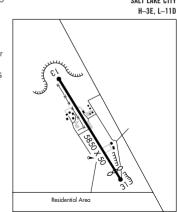
5634 FUEL 100LL TPA-6634(1000) NOTAM FILE CPR RWY 13-31: H5850X50 (ASPH) S-5 RWY 13: Rgt tfc.

RWY 31: Thid dspicd 400', Road. AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Fuel avbl by 24 hr credit card service. Birds on and invof arpt, Glider ops invof arpt. including tfc pat. Fences, buildings and trees within 120' N and S of centerline first 4100' Rwv 31.

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE PIH. POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22' W112°39.13' 058° 73.3 NM to fld. 4433/17E.



SALT LAKE CITY H-3F I-11D



ANTELOPE GAP N42°01.82' W104°44.58'

BIG PINEY N42°34.77′ W110°06.55′

RCO 122.2 (CASPER RADIO)

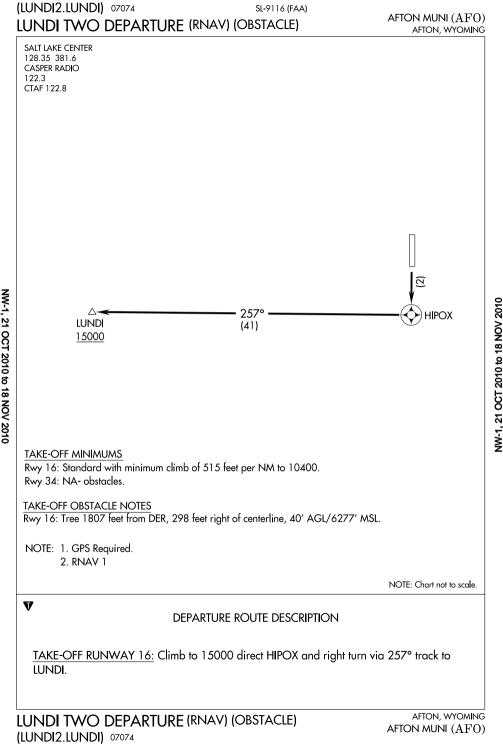
(H) VORW/DME 116.5 BPI

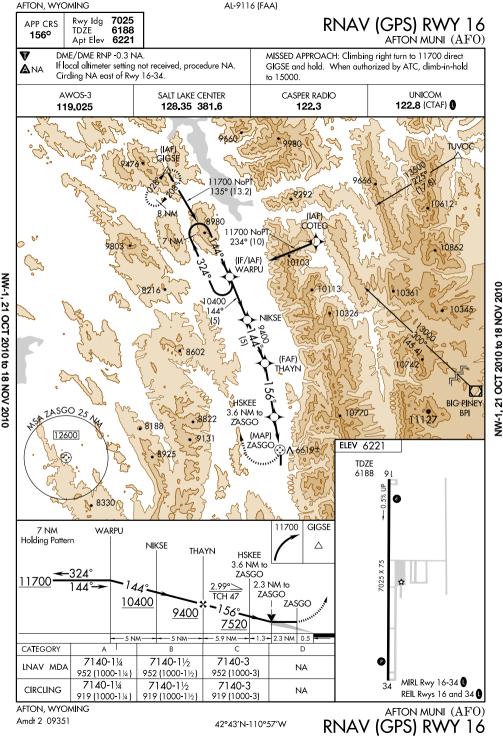
RCO 122 3 (CASPER RADIO)

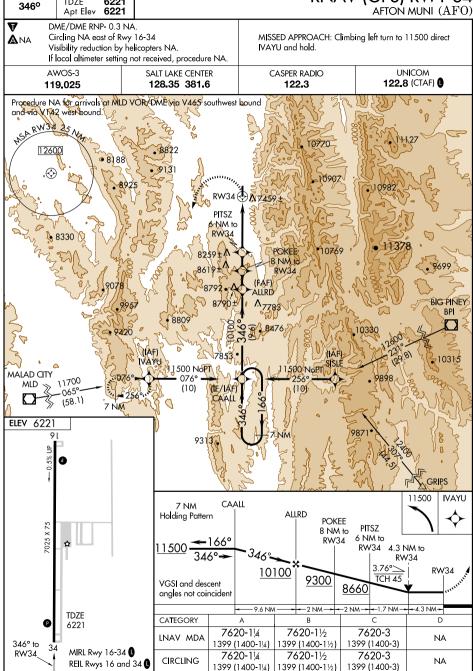
NOTAM FILE BPI.

Chan 112 at Milev Mem Fld. 6960/16E. CHEYENNE L-12F

SALT LAKE CITY H-3D. L-11D







AFTON, WYOMING Amdt 2 09351

AFTON, WYOMING

APP CRS

NW-1, 21 OCT 2010 to 18 NOV 2010

Rwy Ida

TDŹE

7025

6221

AFTON MUNI (AFO)RNAV (GPS) RWY 34 NW-1, 21 OCT 2010 to 18 NOV 2010

196 WYOMING

FUEL 100LL JET A

#### **BIG PINEY** MILEY MEM FLD

RWY 13-31: H6803X75 (ASPH-PFC) S-22. D-33.6 RWY 13: REIL, PAPI(P2L)-GA 3.0° TCH 30'.

B S2

(BPI)

RWY 31: REIL. PAPI(P2L)-GA 3.0° TCH 30'.

NOTAM FILE BPI

3 N UTC-7(-6DT) N42°35.11' W110°06.67'

MIRL 0.7% up NW

N42°34.77'

RWY 08-26: 3300X140 (TURF-DIRT) 0.5% up W RWY 08: Pole.

AIRPORT REMARKS: Attended 1400-0200Z‡, Fuel 24 hr credit card svc

avbl. For assistance call 307-276-4299. For FBO svc after hrs call 307-749-1410. Fuel avbl 24 hr. Credit card service. Wildlife

on and in vicinity of arpt. Rwy 08-26 no line of sight between rwy

ends. 3' to 5' snowbanks along rwy and twy edges during winter months. Rwy 31 last 1000' rollout end of rwy amber and white

MIRL, ACTIVATE MIRL Rwv 13-31, PAPI Rwv 13 and Rwv 31, and REIL Rwv 13 and Rwv 31-122.7. WEATHER DATA SOURCES-ASOS 135.225 (307) 276-9917.

COMMUNICATIONS: CTAF/UNICOM 122.8 BIG PINEY RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BPI. BIG PINEY (H) VORW/DME 116.5 RPI Chan 112

W110°06.55' at fld. 6960/16E.

NOTAM FILE CPR

BOYSEN RESERVOIR N43°27.79′ W108°17.98′

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

RCO 122.3 (CASPER RADIO)

**BUFFALO** 

JOHNSON CO (BYG) 3 NW UTC-7(-6DT) N44°22.87′ W106°43.31′ R **S4** FUEL 100LL, JET A OX 1 NOTAM FILE BYG

RWY 13-31: H6143X75 (ASPH) S-12.5 MIRL 1.1% up NW RWY 13: VASI(V2L)—GA 4.0° TCH 36', Fence.

RWY 31: REIL, VASI(V2L)-GA 3.0° TCH 32'. AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. Sat 1500-1900Z‡, For fuel after hrs call 307-684-5297, For svc

after hrs call 307-684-5297. Terrain drops off both sides of Rwy 13-31. Rwy 31 +250' drop 170' left first 417'. Deer on and invof arpt. NSTD markings Rwy 13-31 thld markings of irregular width, spacing and number. NSTD markings Rwv 31 Twy lead in line to

Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13-31. VASI Rwv 13 and Rwv 31 and REIL Rwv 31-CTAF. WEATHER DATA SOURCES: ASOS 135.425 (307) 684-2558. COMMUNICATIONS: CTAF/UNICOM 122.8

CRAZY WOMAN RCO 122.025 (CASPER RADIO) RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98'

W106°26.14' 319° 26.0 NM to fld. 4798/13E.

CAMP GUERNSEY (See GUERNSEY)

(CPR)

FSS

CASPER

TF 1-800-WX-BRIEF. RCO 122 4 122 2 (CASPER RADIO)

CHEYENNE L-11E. 12F

SALT LAKE CITY

3300 X 140

H-3E, L-11D

CHEYENNE

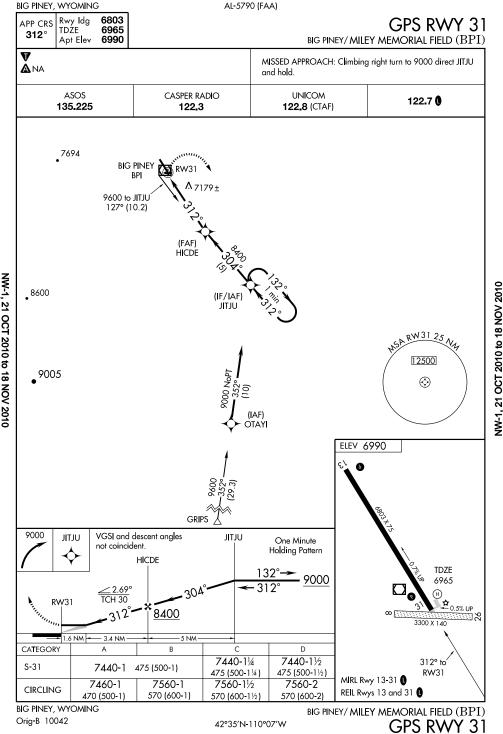
CHEYENNE

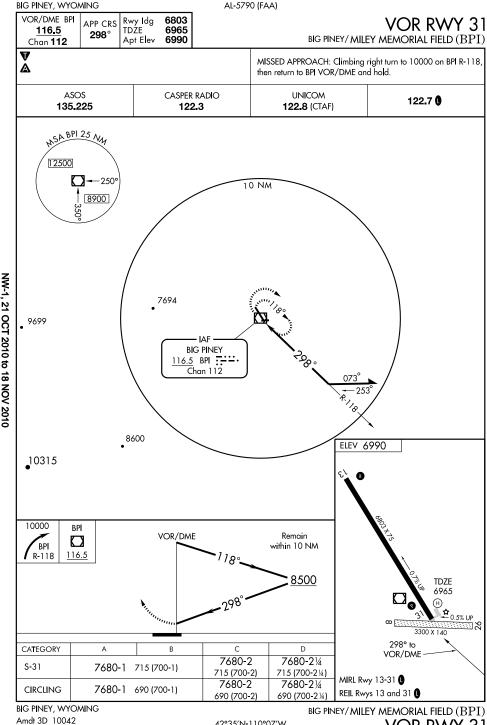
IAP

H-1E. 2G. L-13D

H-3E, L-11E

IAP





NW-1, 21 OCT 2010 to 18 NOV 2010

196 WYOMING

FUEL 100LL JET A

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B S2

(BPI)

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NOTAM FILE BPI

3 N UTC-7(-6DT) N42°35.11' W110°06.67'

MIRL 0.7% up NW

N42°34.77'

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W110°06.55' at fld. 6960/16E.

NOTAM FILE CPR

BOYSEN RESERVOIR N43°27.79′ W108°17.98′

(H) VORW/DME 117.8 BOY Chan 125 132° 14.9 NM to Shoshoni Muni. 7550/16E.

RCO 122.3 (CASPER RADIO)

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Rwy 31 NSTD spearation from centerline. ACTIVATE MIRL Rwy 13-31. VASI Rwv 13 and Rwv 31 and REIL Rwv 31-CTAF. WEATHER DATA SOURCES: ASOS 135.425 (307) 684-2558. COMMUNICATIONS: CTAF/UNICOM 122.8

CRAZY WOMAN RCO 122.025 (CASPER RADIO) RADIO AIDS TO NAVIGATIONS: NOTAM FILE CPR.

CRAZY WOMAN (H) VORW/DME 117.3 CZI Chan 120 N43°59.98'

W106°26.14' 319° 26.0 NM to fld. 4798/13E.

CAMP GUERNSEY (See GUERNSEY)

(CPR)

FSS

CASPER

TF 1-800-WX-BRIEF. RCO 122 4 122 2 (CASPER RADIO)

CHEYENNE L-11E. 12F

SALT LAKE CITY

3300 X 140

H-3E, L-11D

CHEYENNE

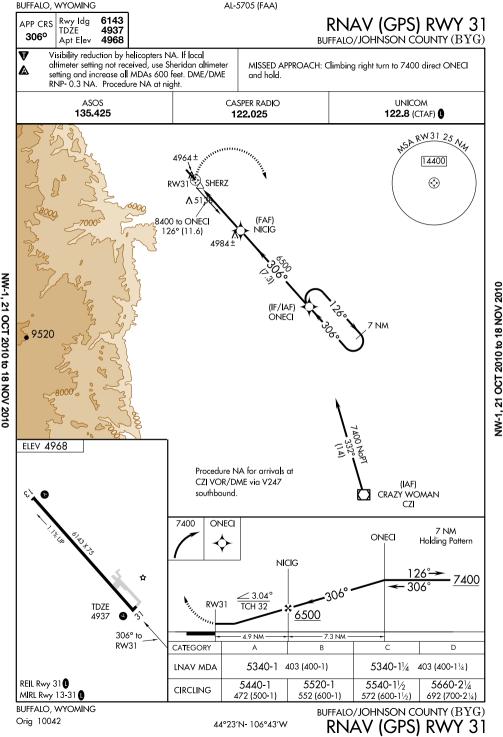
CHEYENNE

IAP

H-1E. 2G. L-13D

H-3E, L-11E

IAP



Visibility reduction by helicopters NA. If local altimeter setting

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to

not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. MIZNR/14 DME and hold. ASOS CASPER RADIO UNICOM 135.425 122,025 122.8 (CTAF) ( CZI 27 Ny 13000 7300 SHERZ 5138 ^ CZI 25) 8400 to INJUX (IAF) 139° (5) NJUX CZI 20) 6700 319° (6) (IF) MIZNR CZI 14 10 NM ·IAF 10534 **CRAZY WOMAN** 117.3 CZI **∷∵**: **ELEV 4968** Chan 120 Procedure NA for arrivals at CZI VOR/DMEvia V247 southbound. 7600 INJUX CZ MIZNR Remain CZI 20 R-319 CZ within 10 NM hdg 8100 14) 117.3 160 7600 ZEDRI 3.02° CZI 25.2 TCH 32 **TDZE** <u>6</u>700 4937 319°5.5 NM 5.1 NM from FAF CATEGORY С D 5680-1 5680-11/4 5680-21/4 5680-21/2 S-31

AL-5705 (FAA)

MIRL Rwy 13-31 ( BUFFALO, WYOMING Amdt 6 10042

REIL Rwy 31

NW-1, 21 OCT 2010 to 18 NOV 2010

BUFFALO/JOHNSON COUNTY (BYG) VOR/DME RWY 31

743 (800-21/2)

5680-21/2

712 (800-21/2)

743 (800-21/4)

5680-21/4

712 (800-21/4)

CIRCLING

743 (800-1)

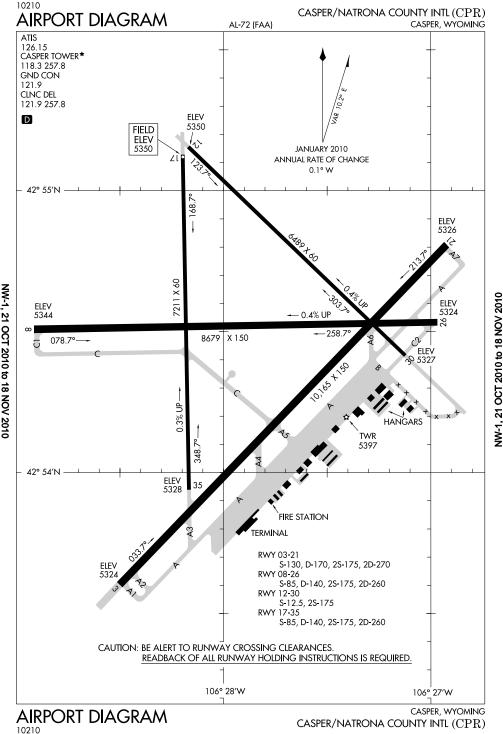
5680-1

712 (800-1)

743 (800-11/4)

5680-11/4

712 (800-11/4)



WYOMING 197

S-130, D-170, 2S-175, 2D-270

HIRL

X 150 8679

205° 13 7 NM to fld

35

# CASPER

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I. ARFF Index B NOTAM FILE CPR

RWY 21: REIL. VASI(V4L)-GA 3.0° TCH 56'.

CASPER/NATRONA CO INTL (CPR) 7 NW UTC-7(-6DT) N42°54.48′ W106°27.87′

RWY 08-26: H8679X150 (ASPH-GRVD) S-85, D-140, 2S-175.

2D-260 HIRL

RWY 08: MALSR. VASI(V4R)-GA 3.0° TCH 104'.

RWY 26: REIL. VASI(V4R)-GA 3.0° TCH 43'. 0.4% up.

RWY 17-35: H7211X60 (ASPH-PFC) S-85, D-140, 2S-175,

2D-260 0.3% up N

RWY 03-21: H10165X150 (ASPH-GRVD)

RWY 03: MALSR. VASI(V4R)-GA 3.0° TCH 53'.

RWY 12-30: H6489X60 (ASPH-PFC) S-12.5, 2S-175

0.4% up NW

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-10165 TODA-10165 ASDA-10165 LDA-10165

RWY 08: TORA-8679 TODA-8679 ASDA-8679 LDA-8679

RWY 21: TORA-10165 TODA-10165 ASDA-10165 LDA-10165 RWY 26: TORA-8679

TODA-8679 ASDA-8679 LDA-8679 AIRPORT REMARKS: Attended continuously. Emergency power available

Rwy 08-26 and Rwy 03-21. Rwy 08-26 and Rwy 03-21 have lighted distance remaining signs. Rwy 12-30 CLOSED indef. Rwy

17-35 CLOSED indef. Rwy 03 touchdown rwy visual range avbl.

Rwy 08 touchdown rwy visual range avbl. 225' crane 1 NM northwest of arpt. When twr clsd ACTIVATE HIRL Rwy 03-21 and Rwy 08-26, MALSR Rwy 03 and Rwy 08 and twy lights-CTAF. US customs user fee arpt. Flight

Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (307) 265-4461, LAWRS (1200-0400Z±).

UNICOM 122.95 CASPER RCO 122.4 122.2 (CASPER RADIO)

COMMUNICATIONS: CTAF 118.3

R CASPER APP/DEP CON 120.65 119.0 (1200-0400Z‡)

R DENVER CENTER APP/DEP CON 135.6 (0400-1200Z‡)

CASPER TOWER 118.3 (1200-0400Z‡) GND CON 121.9

AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

MUDDY MOUNTAIN (H) VORTACW 116.2 DDY Chan 109 N43°05.45′ W106°16.62′

5863/12E. JOHNO NDB (LOM) 375 CP N42°54.43′ W106°34.20′ 077° 4.7 NM to fld.

ATIS 126.15

I-SYD ILS 111.3 Rwy 03. Class IB.

I-CPR Rwy 08. Class IE. LOM JOHNO NDB. Glide slope unusable above 7100'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. For clearance req and delivery when twr is clsd

can be muddy with standing water after rain. Abandoned arpt 1.5 miles W.

ctc Casper Radio on 118.3. Ctc Casper Radio for arpt advisory service on 118.3 when twr is clsd.

HARFORD FLD (HAD) 5 N UTC-7(-6DT) N42°55.46′ W106°18.57′

**CINC DEL** 121 9

5370 FUEL 100LL NOTAM FILE CPR

RWY 07-25: 3810X30 (DIRT) RWY 07: Building. AIRPORT REMARKS: Unattended. For fuel call arpt manager 307-234-6161. Antelope on and in the vicinity of arpt.

COMMUNICATIONS: CTAF 122.9 CASPER/NATRONA CO INTL (See CASPER)

CHEROKEE N41°45 34' W107°34 92' NOTAM FILE CPR (H) VORW/DME 115.0 CKW

CHEYENNE H-3E, L-11E

CHEYENNE

CHEYENNE

IAP. AD

H-3F. 5A. L-11E. 12F

Rwv 07 +18' building, 255' from rwv end, 60' left, obstruction slope 18:1, Rwv 07-25 first 270' of rwv from thld

(ALCOS3.ALCOS) 10042 CASPER/NATRONA COUNTY INTL (CPR)SL-72 (FAA)

# ALCOS THREE DEPARTURE

CASPER, WYOMING

CLNC DEL 121.9 257.8 GND CON 121.9 257.8 CASPER TOWER \* 118.3 (CTAF) 257.8 (1300-0500Z) CASPER DEP CON★ 120.65 354.1 (1300-0500Z) DENVER CENTER 135.6 363.025 (0500-1300Z)

ATIS 126.15

Chan 109

MUDDY MOUNTAIN

116.2 DDY **=::** 

NOTE: DME required.

NW-1, 21 OCT 2010 to 18 NOV 2010

V

NOTE: This SID requires a minimum climb of

270' per NM to 7300'(675 FPM at 150K, 900 FPM at 200K, 1125 FPM at 250K)

Aprx dist fr T'/off area **ALCOS** N42°47.45′-W106°34.59′ 7300 For Medicine Bow Transition; Cross at or above 9700' or climb in holding pattern to 9700' or above. MEDICINE BOW 111.6 MBW .... Chan 53 N41°50.73′-W106°00.26′

**CHEROKEE** 115.0 CKW :=:= Chan 97 N41°45.34′-W107°34.92′

L-12, H-3-5

NOTE: Chart not to scale.

TAKE-OFF RUNWAY 17: Turn right, thence. . . .

L-11, H-3

ALL OTHER RUNWAYS: Turn left, thence. . . .

. . . .climb via DDY R-204 to cross ALCOS INT at or above 7300', then via (transition) or (assigned route).

DEPARTURE ROUTE DESCRIPTION

CHEROKEE TRANSITION (ALCOS3.CKW): Via DDY R-204 and V26 to CKW VOR/DME.

MEDICINE BOW TRANSITION (ALCOS3.MBW): Via MBW R-322 to MBW VOR/DME. Cross ALCOS INT at or above 9700' or climb in holding pattern to 9700' or above.

ALCOS THREE DEPARTURE

CASPER, WYOMING CASPER/NATRONA COUNTY INTL (CPR)

(ALCOS3.ALCOS) 10042

#### CASPER TWO DEPARTURE SL-72 (FAA) CASPER, WYOMING ATIS 126.15 SHERIDAN CLNC DEL 115.3 SHR :::: 121.9 257.8 Chan 100 GND CON N44°50.54′-W107°03.66′ **BILLINGS** 121.9 257.8 1<u>14.5</u> BlL ... L-13. H-1-2 CASPER TOWER ★ Chan 92 GILLETTE 118.3 (CTAF) 257.8 N45°48.51′-W108°37.48′ CASPER DEP CON ★ <u>114.6</u> GCC **Ξ:Ξ:** L-13, H-1 120.65 354.1 Chan 93 N44°20.87′-W105°32.61′ WORLAND L-12-13, H-1-2 114.8 RLY :=:-Chan 95 N43°57.85′-W107°57.05′ 1 - 11RAPID CITY BOYSEN RESERVOIR CRAZY WOMAN 112.3 RAP :=: 11<u>7.8</u> BOY **Ξ∷**-117.3 CZI =:--: Chan 70 Chan 125 Chan 120 N43°58.56′-W103°00.74′ N43°27.79′-W108°17.98′ N43°59.98′-W106°26.14′ L-12. H-2 L-11, H-3 L-11-12, H-1-2 **RIVERTON** 108.<u>8</u> RIW :--MUDDY MOUNTAIN HIPSHER 116.2 DDY **=::\_\_** 108<u>.6</u> IIP :\_\_ Chan 25 Chan 109 Chan 23 N43°03.94′-W108°27.33′ N43°05.45′-W106°16.62′ N42°40.57′-W105°13.57′ L-11 L-11-12, H-3-5 L-12 **ROCK SPRINGS** 116.0 OCS ...-CHEYENNE Chan 107 113.1 CYS =:=-N41°35.41′-W109°00.92′ **CHEROKEE** Chan 78 MEDICINE BOW L-11, H-3 N41°12.66′-W104°46.37′ 111.6 MBW .... 115.0 CKW **ΞΞΞ** \_ Chan 97 Chan 53 L-12, H-3-5 N41°45.34′-W107°34.92′ N41°50.73′-W106°00.26′ L-12, H-3-5 L-11, H-3

# TAKE-OFF MINIMUMS

Rwy 12, 17, 30, 35, NA- Environmental.

Rwy 3, 8, 26, Standard.

Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

NOTE: Chart not to scale.



NW-1, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence . . .

TAKE-OFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence . . .

TAKE-OFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned

TAKE-OFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence . . .

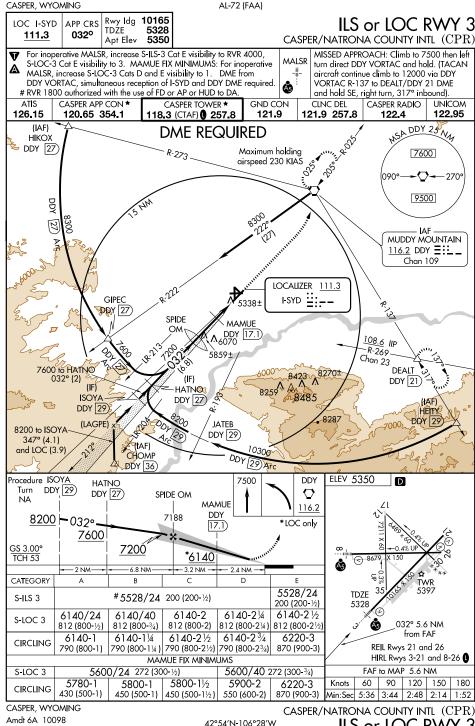
. Maintain 14000' or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

## LOST COMMUNICATIONS

If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VORTAC, then via assigned route. Runways 3 and 8 turn left to DDY VORTAC, runways 21 and 26 turn right to DDY VORTAC.

CASPER TWO DEPARTURE

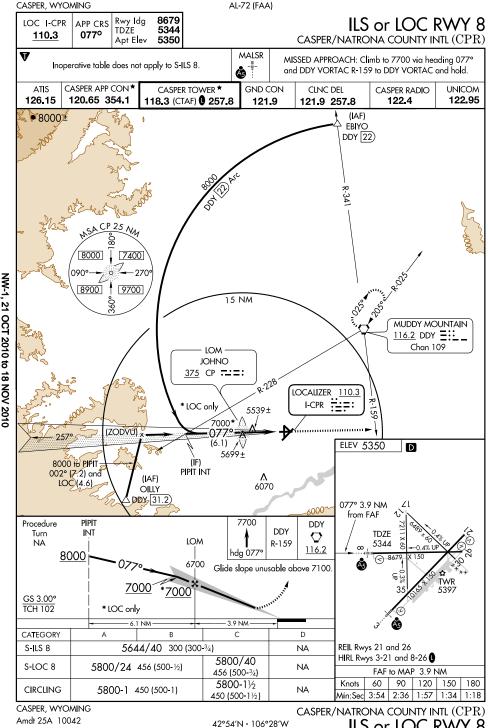
CASPER, WYOMING



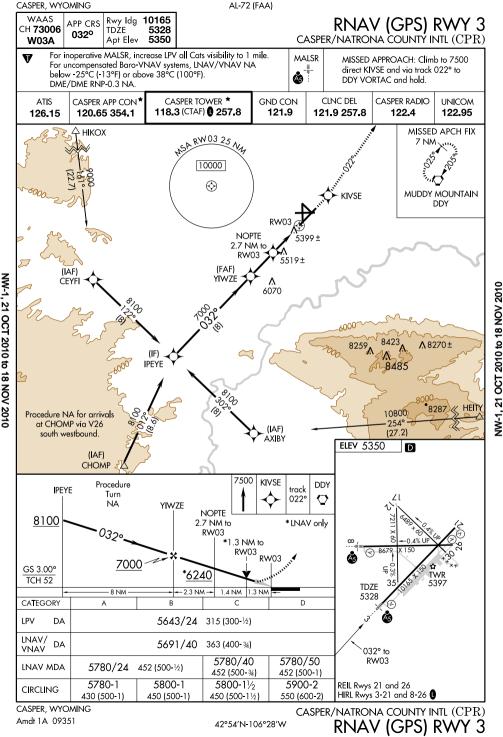
NW-1, 21 OCT 2010 to 18 NOV 2010

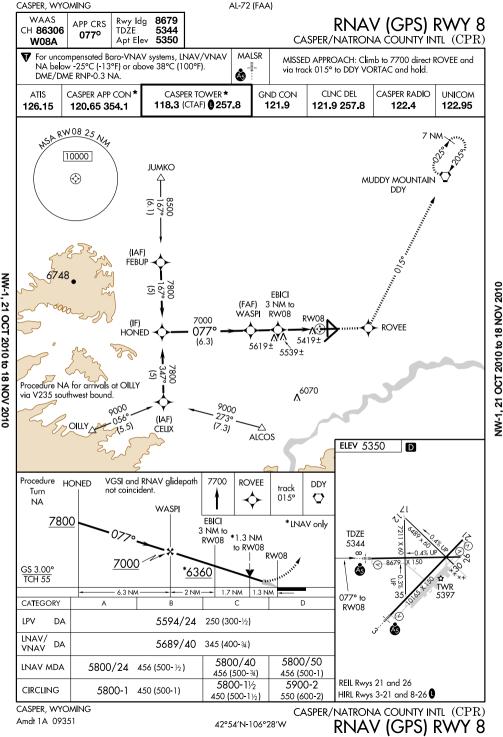
RV

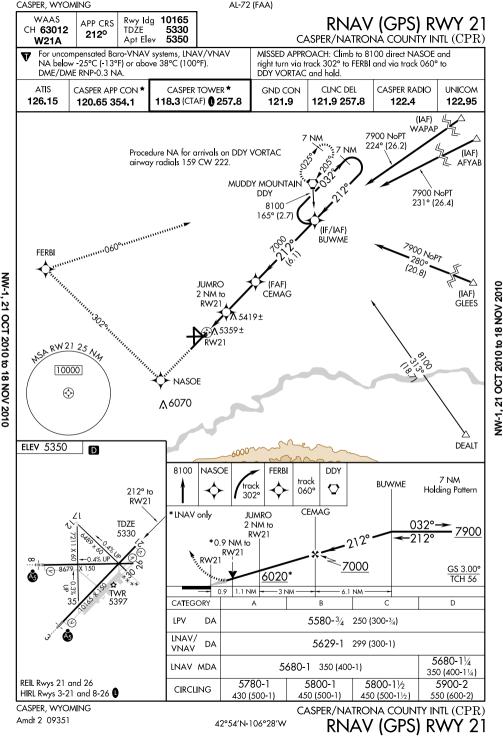
WW-1, 21 OCT 2010 to 18 NOV 2010



NW-1, 21 OCT 2010 to 18 NOV 2010







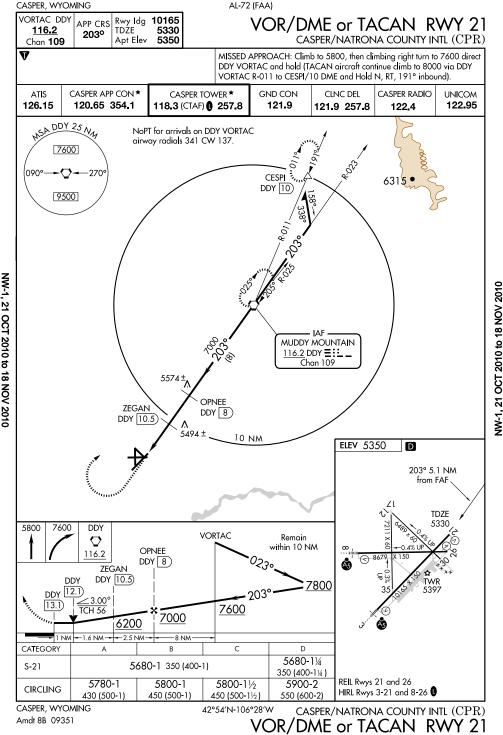
WAAS RNAV (GPS) RWY 26 8679 Rwy Idg APP CRS CH 78112 TDŹE 5335 257° 5350 CASPER/NATRONA COUNTY INTL (CPR) W26A Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. to DDY VORTAC and hold. CLNC DEL ATIS CASPER APP CON \* CASPER TOWER ★ GND CON CASPER RADIO UNICOM 121.9 122.4 122.95 126.15 120.65 354.1 118.3 (CTAF) 0 257.8 121.9 257.8 NSA RW 26 25 Ny 7 NM 10000 Procedure NA for arrivals on DDY VORTAC airway radials 106 CW 159.  $\Diamond$ MUDDY MOUNTAIN DDY COKRO (IAF) EDIDY NW-1, 21 OCT 2010 to 18 NOV 2010 (5) 7 NM 5479± ۸ 5359± 7000 257 DIBKE (6.1)RW26 (IF/IAF) (FAF) AKICE **BOZTE** 300160 ۸<sup>6070</sup> (IAF) 5350 ELEV D DEALT ∧8270± 8423 8259 8400 DIBKE COKRO 7 NM DDY **AKICE** track Holding Pattern track 0659 257° to 347 RW26 \*LNAV only **BOZTE** 7800 \*1.2 NM to × RW26 ▶ RW26 **TDZE** 7000 GS 3.00° 5335 TCH 40 TWR 5397 35 3.9 NM 6.1 NM CATEGORY Α В D LPV DA 5585-1 250 (300-1) LNAV/ 5629-1 294 (300-1) DA VNAV LNAV MDA 5740-1 405 (400-1) 5740-11/4 405 (400-11/4) REIL Rwys 21 and 26 5780-1 5800-11/2 5900-2 5800-1 CIRCLING HIRL Rwys 3-21 and 8-26 0 430 (500-1) 450 (500-1) 450 (500-11/2) 550 (600-2) CASPER, WYOMING CASPER/NATRONA COUNTY INTL (CPR)

AL-72 (FAA)

Amdt 1 09351

CASPER, WYOMING

42°54'N-106°28'W RNAV (GPS) RWY 26



10266

198 WYOMING

#### CHEYENNE RGNI/IERRY DISON FID (CYS) 1 N UTC-7(-6DT) N41°09.34' W104°48.63'

FUEL 100LL, JET A. A1

RWY 09: REIL, PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 610'.

0.4% down.

R S4

Tree.

NOTAM FILE CYS

RWY 13-31: H6690X150 (ASPH-PFC) S-75, D-120, 2S-150. 2D-150, 2D/2D2-200 MIRL 0.5% up NW RWY 13: REIL, VASI(V4L)—GA 3.0° TCH 30', Thid dspicd 1060'.

RWY 27: MALSR, PAPI(P4L)—GA 3.0° TCH 55', Thid dspicd 675'.

RWY 09-27: H9270X150 (CONC-GRVD) S-75, D-140, 2S-150, 2D-150, 2D/2D2-250

RWY 31: REIL, VASI(V4L)-GA 3.0° TCH 30', Thid dspicd 1160'. RUNWAY DECLARED DISTANCE INFORMATION RWY NG. TORA-9270 TODA-9270 ASDA-8595 LDA-7985 RWY 13-TORA-6690 TODA-6690 ASDA-5529 IDA-4469

RWY 27: TORA-9270 TODA-9270 ASDA-8660 LDA-7985 RWY 31: TORA-6690 TODA-6690 ASDA-5629 LDA-4469 AIRPORT REMARKS: Attended 1300-0500Z±. After hrs fuel call 307-634-4417. Bird activity invof arpt. Heavy copter tfc 2 NM SW of arpt surface to 1000' AGL during dalgt weekdays. Pilots should

avoid F.E. Warren AFHP at all times. Taxiways C. E. F. A1 and A2 are non-movement areas. Twy C CLOSED North of Twy F. Twy D

range avbl. Rwy condition report avbl on reg from tower 1300-0500Z± 30 minute prior notice required. ACTIVATE HIRL Rwy 09-27, MIRL Rwy 13-31, PAPI Rwy 09 and Rwy 27, VASI Rwy 13 and Rwy 31, REIL Rwy 09, Rwy 13 and Rwv 31 and MALSR Rwv 27-CTAF.

WEATHER DATA SOURCES: ASOS (307) 632-7680, SAWRS. COMMUNICATIONS: CTAF 118.7 ATIS 134,425 UNICOM 122.95

RCO 122.3 (CASPER RADIO) (R) APP/DEP CON 124.55 (1300-0500Z‡) (R)DENVER CENTER APP/DEP CON 125.9 (0500-1300Z‡)

TOWER 118.7 (1300-0500Z‡) GND CON 121.9 AIRSPACE: CLASS D svc 1300-0500Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

(H) VORTACW 113.1 CYS Chan 78 N41°12.66′ W104°46.37′ HORSE NDB (LOM) 353 N41°08.80′ W104°40.73′ CY

Rwv 27.

ASR/PAR (Mon-Fri 1500-2300Z±.

tower closed.

I-CYS

IIS 110 1

CODY N44°37 23' W108°57 90' NOTAM FILE COD

(L) VORW/DME 111.8 COD

Class IB LOM HORSE NDB. Horse LOM unmonitored when tower closed

CHEYENNE

IAP. AD

H-3F. 5A. L-12F

Shoppina Mall

Residentia

Area ß

HIRI

9270 X 150

ন্ত্ৰ হ

194° 3.7 NM to fld. 6211/13E.

263° 6.0 NM to fld. Horse LOM unmonitored when

Residential Area

03 03

Residentia

Area

Rwy 13-31: 6690 X 150

Chan 55 189° 6.5 NM to Yellowstone Rgnl. 4794/14E.

OX 1 3 Class II ARFF Index A

**GREAT FALLS** L-13D

VOR portion unusable:

043°-113° bvd 10 NM below 9.500'. DME unusable:

043°-113° byd 10 NM blo 9,500'

138°-183° byd 32 NM blo 11,000'

113°-138° bvd 22 NM blo 10.000' 183°-343° bvd 30 NM blo 17.000' RCO 122 3 (CASPER RADIO)

and Twy G CLOSED indef. Twy C and Twy E hold short lines are for all rwys. Rwy 27 touchdown runway visual

## HOT SPOTS

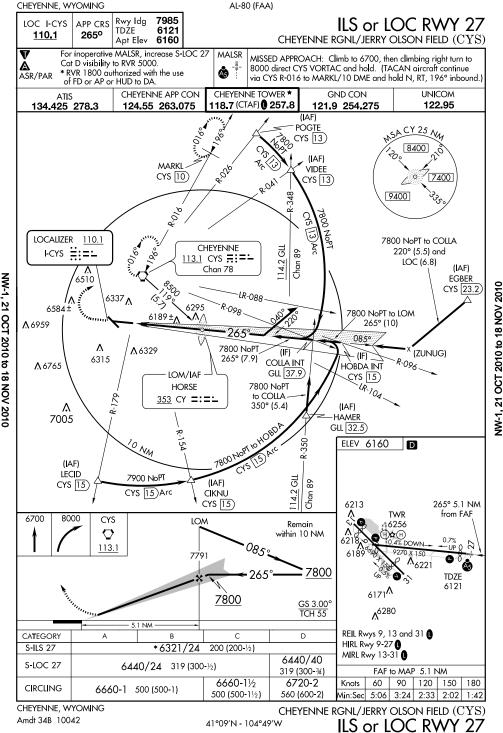
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

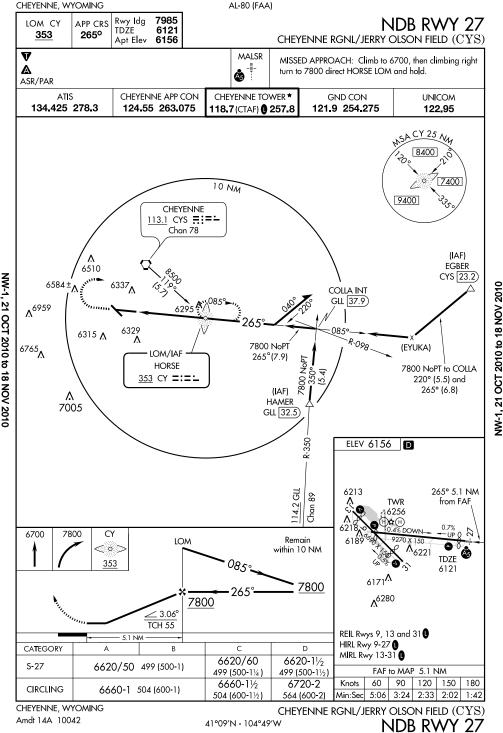
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

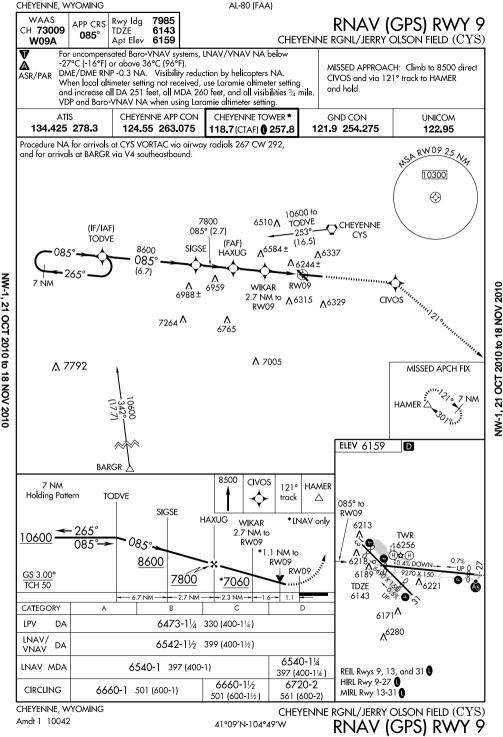
increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		<b>,</b> ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

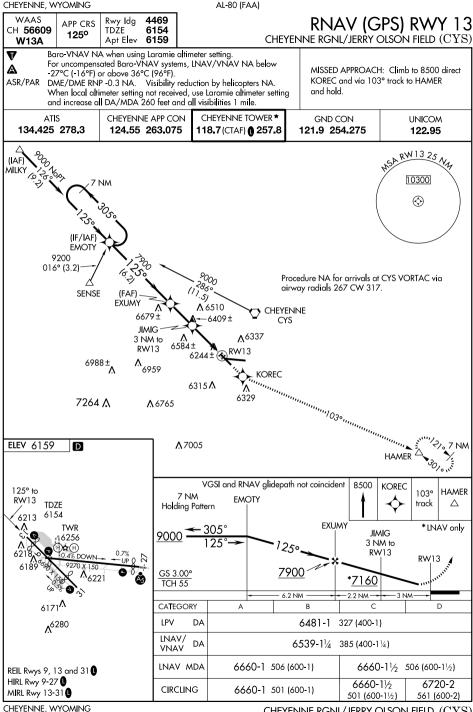
21 OCT 2010 to 18 NOV 2010

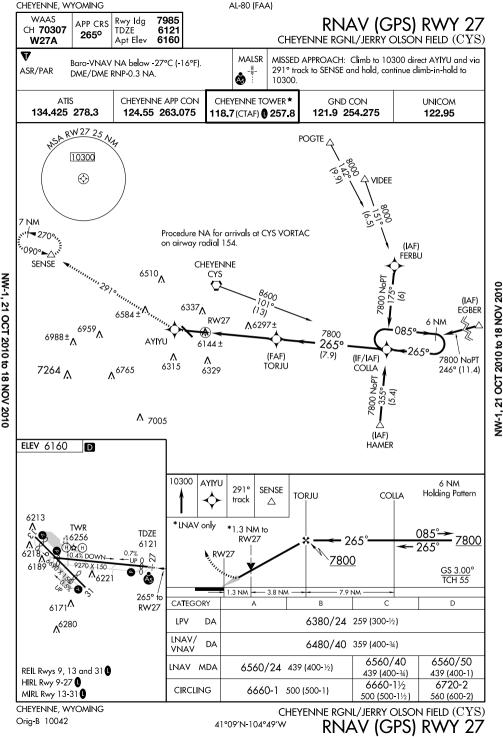
10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT  SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI)  SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk.  Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	

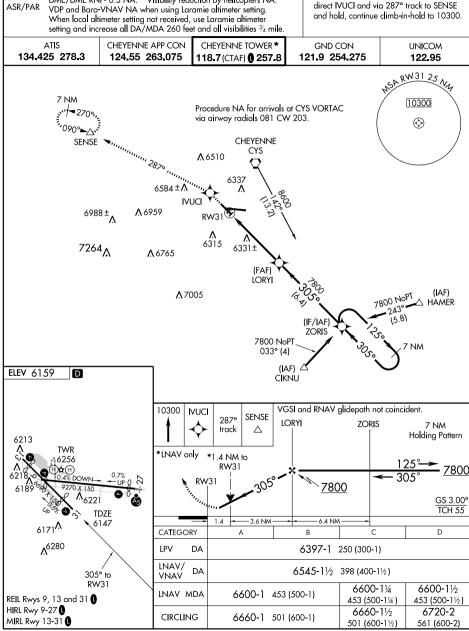












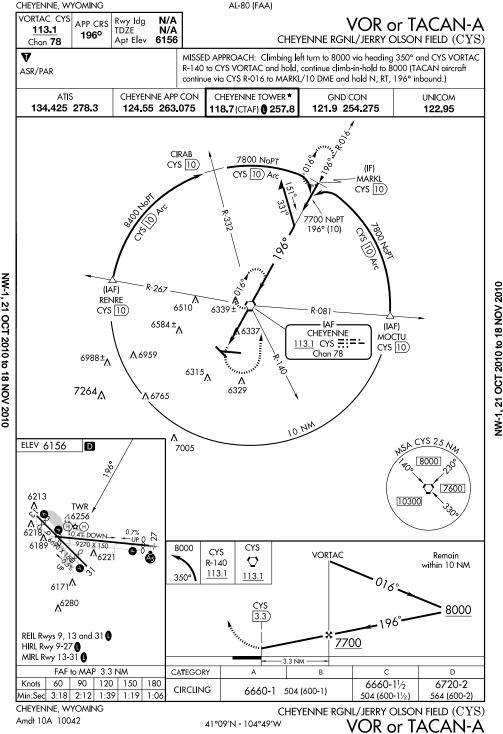
CHEYENNE, WYOMING

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

41°09'N-104°49'W

NW-1,

21 OCT 2010 to 18 NOV 2010



WYOMING 199 CODY

N44°37.23′

MIRL (NSTD)

2 SE UTC-7(-6DT) N44°31,21′ W109°01.43′

Class I. ARFF Index A NOTAM FILE COD

IDA-7178

LDA-7178

# with more than 30 passenger seats except PPR call arpt manager 307-587-5096. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and

YELLOWSTONE RGNL

5102 B S4

Road

RWY N4-

RUNWAY DECLARED DISTANCE INFORMATION TORA-8268 TODA-8268 ASDA-7868 RWY 22: TORA-8268 TODA-8268 ASDA-7578

(COD)

FUEL 100. JET A OX 1

RWY 04-22: H8268X100 (ASPH-GRVD) S-45, D-80, 2S-101

RWY 04: REIL, PAPI(P4L)—GA 3.50° TCH 63', Thid dspicd 690'.

RWY 22: REIL, PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 400'.

AIRPORT REMARKS: Attended dawn-dusk. Low level waterfowl on lake 1/4 mile SE of Rwy 04 thld, CLOSED to unscheduled air carrier ops

0.7% down

Rwy 22, PAPI Rwy 04 and Rwy 22-CTAF. WEATHER DATA SOURCES: AWOS-3 135.075 (307) 527-5197. COMMUNICATIONS: CTAF/UNICOM 122.8

CODY RCO 122.3 (CASPER RADIO) SALT LAKE CENTER APP/DEP CON 133.25

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE COD

CODY (L) VORW/DME 111.8 COD

Chan 55 W108°57 90' 189° 6.5 NM to fld. 4794/14E.

RWY 15-33: H3400X60 (ASPH)

COKEVILLE MUNI (UØ6) 3 S UTC-7(-6DT) N42°02.75' W110°57.96' 6270 B NOTAM FILE CPR

RWY 33: Fence AIRPORT REMARKS: Unattended, 120' high electrical transmission lines running E-W 2 miles N of arpt. +2' ground 70' W of centerline full length. Uncontrolled vehicle access to arpt. Rwv 15-33 elevation highest near midfield. Rwy 15-33 pavement has lost all structural integrity. Pot holes beginning to form. No line of sight between rwy

FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71' W110°25.45' 315° 46.9 NM to fld. 7060/14E.

S-10

ends, MIRL Rwv 15-33 OTS indef, MIRL has missing lgts causing NSTD spacing. Some thid lenses clear. Variable rwy conditions and braking action during winter months due to thawing and freezing precipitation. Old vellow 'X' visible at Rwy 33 end. Wind indicator Igts OTS indef. ACTIVATE MIRL Rwy 15-33-CTAF.

SALT LAKE CITY I-11D

#### CONVERSE CO (See DOUGLAS)

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

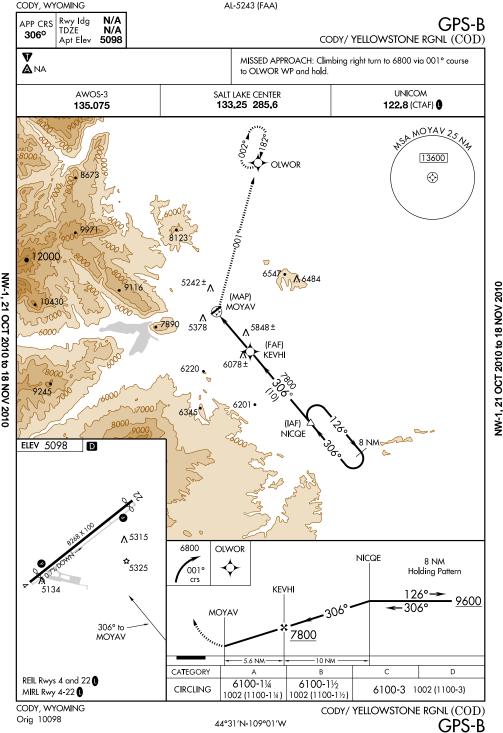
**COWLEY** N44°54.84′ W108°26.59′ NOTAM FILE CPR. NDB (MHW) 257 HCY at North Big Horn Co.

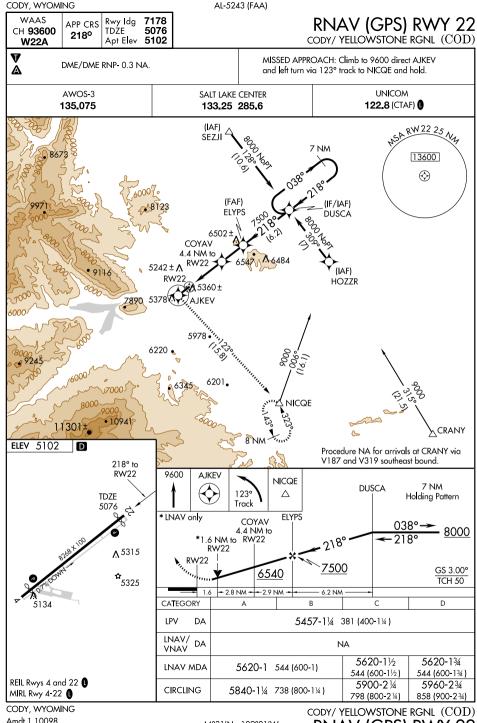
BILLINGS L-13D

**GREAT FALLS** 

H-1E, L-13D

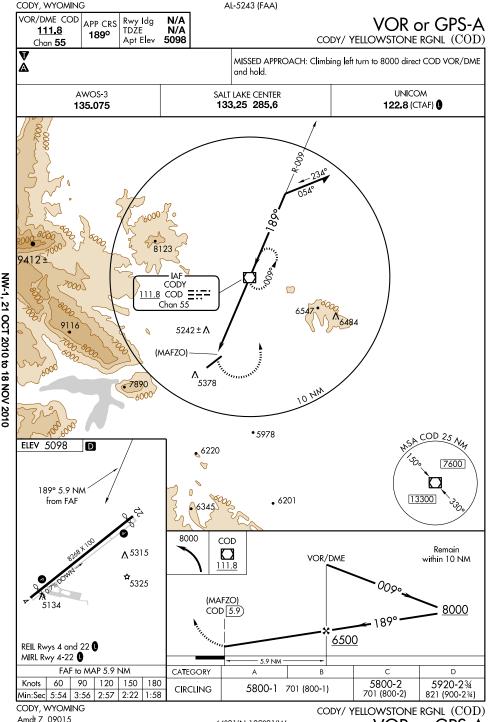
IAP





Amdt 1 10098

NW-1, 21 OCT 2010 to 18 NOV 2010



Amdt 7 09015

VOR or GPS-A

WYOMING 200 COWLEY/LOVELL/BYRON NORTH BIG HORN CO (U68) 2 N UTC-7(-6DT) N44°54.70′ W108°26.73′

4090 B FUEL 100LL NOTAM FILE CPR RWY 09-27: H5199X75 (ASPH) S-12 5 RWY 09: REIL, PAPI(P2L)—GA 3.0° TCH 40', Hill.

RWY 27: REIL, PAPI(P2L)—GA 3.0° TCH 40', Hill. RWY 16-34: 1866X65 (DIRT) 0.3% up SE

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z±. For attendant after hours call 307-548-6236, CLOSED all major holidays, Rwy

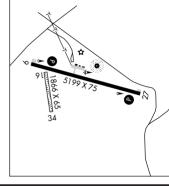
16-34 soft when wet. Reflective markers mark entrance to two and turnaround, ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwv 27 and REIL Rwv 09 and Rwv 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (307) 548-2560. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE COD. CODY (L) VOR/DME 111.8 COD Chan 55 N44°37.23'

W108°57.90' 038° 28.3 NM to fld. 4794/14E. COWLEY NDB (MHW) 257 HCY N44°54.84′ W108°26.59′ at fld NOTAM FILE CPR



BILLINGS

IAP

H-1E, L-13D

CRAZY WOMAN N43°59.98′ W106°26.14′ NOTAM FILE CPR. (H) VORW/DMF 117 3 C71 Chan 120

319° 26.0 NM to Johnson Co. 4798/13E.

RCO 122.025 (CASPER RADIO) **DERYK** N44°16.25′ W105°31.33′ NOTAM FILE GCC.

CHEYENNE H-1F. 2G. L-11E. 12F

NDB (MHW) 380 GC 339° 4.7 NM to Gillette-Campbell Co. Unmonitored 0500-1300Z±.

DIXON (9U4) 2 E UTC-7(-6DT) N41°02.30' W107°29.84' 6520 B NOTAM FILE CPR RWY 06-24: H7500X75 (ASPH)

CHEYENNE L-12F. 13E

RWY 06: REIL. PAPI(P2L)-GA 3.0° TCH 30'.

S-12 MIRL

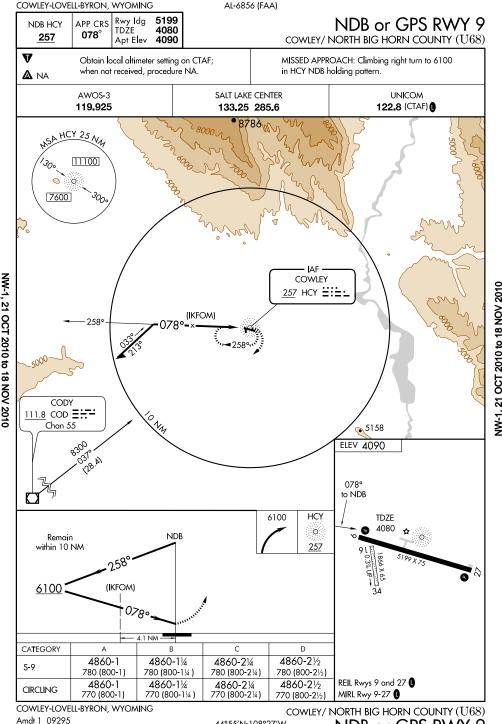
CHEYENNE H-3E, L-9E, 11E

RWY 24: REIL. Fence.

AIRPORT REMARKS: Unattended. Wildlife on and in vicinity of arpt. Plus 500' terrain 9,700' from AER 24. Snow banks +4' along entire rwy winter months. ACTIVATE MIRL Rwy 06-24. REIL Rwy 06: Rwy 24 and PAPI Rwy 06—CTAF.

Snow removal on 24 hour PPR call 307-383-6630/6245/2602. WEATHER DATA SOURCES: AWOS-A 119.425. Weather report unavbl indef.

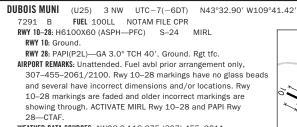
COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE DEN. HAYDEN (H) VORW/DMF 115 6 CHE Chan 103 N40°31 21' W107°18 29' 330° 32 3 NM to fld 7269/14E.



NDB or GPS RWY 9

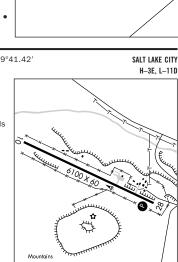
201 WYOMING DOUGLAS CONVERSE CO (DGW) 3 N UTC-7(-6DT) N42°47.83′ W105°23.15′ CHEYENNE FUEL 100LL, JET A NOTAM FILE DGW B S4 H-3F. 5A. L-12F RWY 11-29: H6534X100 (ASPH) MIRL 0.4% up SE RWY 11: PAPI(P2L)-GA 3.0° TCH 31'. Helipad H1: 60 X 60 RWY 29: REIL. PAPI(P2L)-GA 3.0°. TCH 41'. Helipad H2: 60 X 60 RWY 05-23: H4760X75 (ASPH) S-12.5 MIRL 0.3% up NE RWY 23: PAPI(P2L)-GA 3.0° TCH 46'. Hill. AIRPORT REMARKS: Attended Mon-Fri 1330-0030Z‡, Sat-Sun 1500-0000Z‡. Wildlife on and invof arpt. Retro-reflective markers along all twys. MIRL Rwy 11-29 and Rwy 05-23 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 29-CTAF. PAPI Rwy 11, Rwy 23 and Rwy 29 opr continuously. WEATHER DATA SOURCES: ASOS 135.225 (307) 358-4448.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 121.975 (CASPER RADIO) DENVER CENTER APP/DEP CON 135.6 RADIO TO NAVIGATION: NOTAM FILE DGW. HIPSHER (L) VORW/DME 108.6 IIP Chan 23 N42°40.57' W105°13.57' 304° 10.1 NM to fld. 4906/12E. HELIPAD H1: H60X60 (ASPH) HELIPAD H2: H60X60 (ASPH)



WEATHER DATA SOURCES: AWOS-3 118.275 (307) 455-2211. **COMMUNICATIONS: CTAF 122.9** RADIO AIDS TO NAVIGATION: NOTAM FILE CPR. BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY Chan 125

N43°27.79' W108°17.98' 259° 60.9 NM to fld. 7550/16E.



**DUNOIR** N43°49.70′ W110°20.13′ NOTAM FILE CPR.

(H) VORW/DME 117.2 DNW Chan 119 218° 22.0 NM to Jackson Hole. 7720/15E.

VOR/DME unusable: 010°-030° bvd 25 NM blo 17.000' 230°-240° bvd 20 NM 030°-130° byd 15 NM 240°-270° byd 30 NM 130°-210° byd 20 NM

210°-230° byd 25 NM RCO 122.6 (CASPER RADIO)

ELK MOUNTAIN

270°-330° byd 20 NM 330°-340° bvd 10 NM

SALT LAKE CITY

CHEYENNE

H-3F I-11F

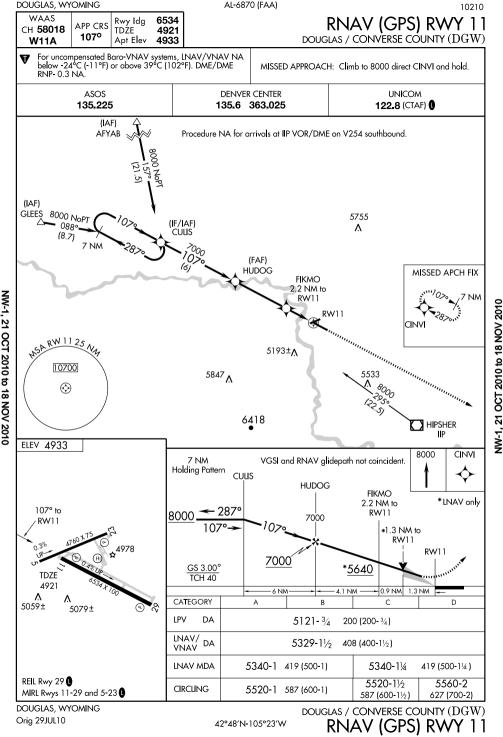
H-1D, L-11D

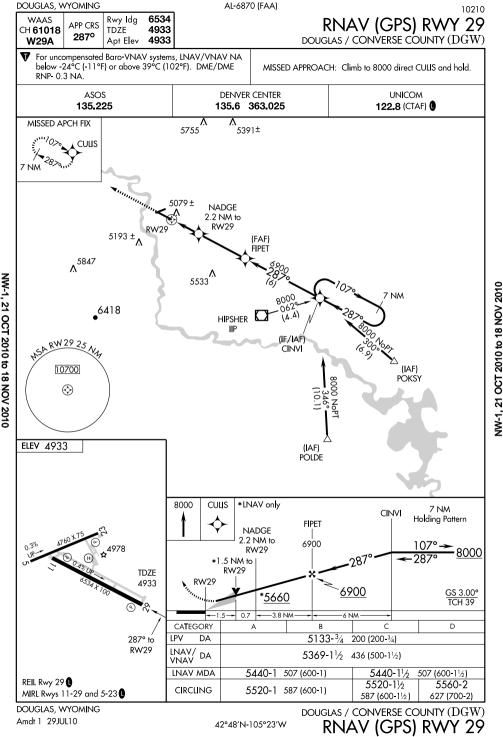
EHY N41°43.52' W106°27.57'

AWOS-3 118 8 307-348-7320

/7299.

340°-010° byd 15 NM





202 WYOMING

FUEL 100LL. JET A OX 2

(EVW)

3 W

S - 30

UTC-7(-6DT)

NOTAM FILE EVW

HIRI

UTC-7(-6DT) N41°23.60′ W110°24.37′

## COMMUNICATIONS: CTAF/UNICOM 123.0 SALT LAKE CENTER APP/DEP CON 127.7 GCO 121.72 (SALT LAKE CENTER CLNC) RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

(FBR)

4 N

B S4 FUEL 100LL NOTAM FILE CPR

**EVANSTON UINTA CO BURNS FLD** 

RWY 05-23: H7300X100 (ASPH-GRVD)

RWY 05: REIL, PAPI (P4L)-GA 3.0° TCH 45'. RWY 23: MALSR, RAIL, PAPI(P4L)-GA 3.0° TCH 45' AIRPORT REMARKS: Attended 1400-02007±. For syc after hrs call 1-800-789-2256. Wildlife on and in vicinity of arpt. ACTIVATE HIRL Rwv 05-23, MALSR Rwv 23 and REIL Rwv 05-CTAF, PAPI

Rwy 05 and Rwy 23 opr continuously. Ldg fee. WEATHER DATA SOURCES: ASOS 120.0 (307) 789-0585.

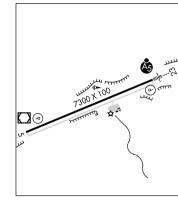
7143 B S2

ILS/DME 108.9

FORT BRIDGER

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′ W111°02.81' at fld. 7145/13E. Rwy 23. I-EVW Chan 26 Class IE.

GS unusable byd 5° rgt of course.



SALT LAKE CITY

H-3E, L-9D, 11D

SALT LAKE CITY

H-3E, L-11D

ΙΔΡ

N41°16.49' W111°02.08'

RWY 04-22: H6402X80 (ASPH) S-12.5, D-20, 2D-20 MIRL RWY 04: REIL. PAPI(P2L)-GA 3.0° TCH 22'. RWY 22: REIL. PAPI(P2L)-GA 3.0° TCH 22'.

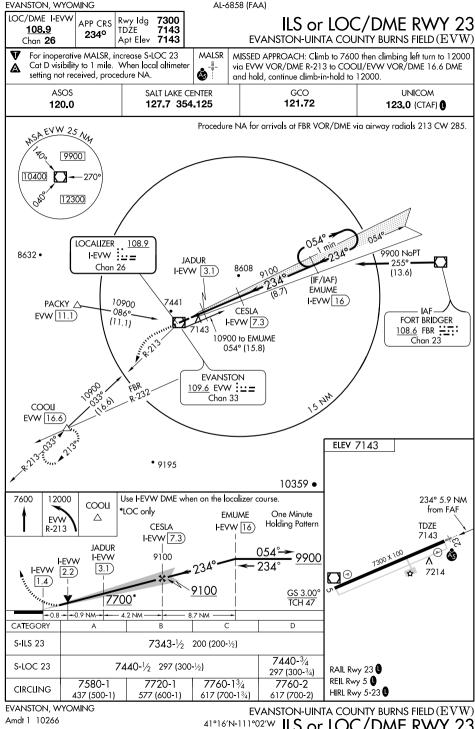
RWY 06-24: 3600X50 (TURF-DIRT) RWY 06: Fence. AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. For service after hrs call 307-780-5815. Fuel avbl by 24 hr card service. Rwy 06-24 unmaintained. Numerous prairie dog holes, sage brush

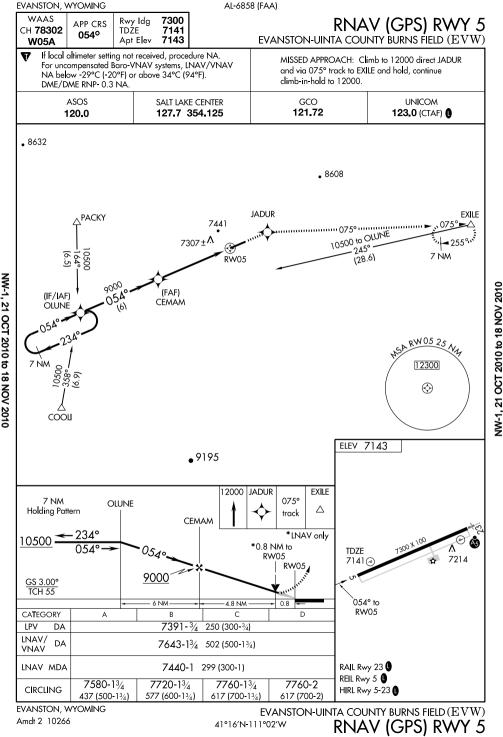
and depressions on sfc. Rwy 04-22 plowed winter months: Rwy

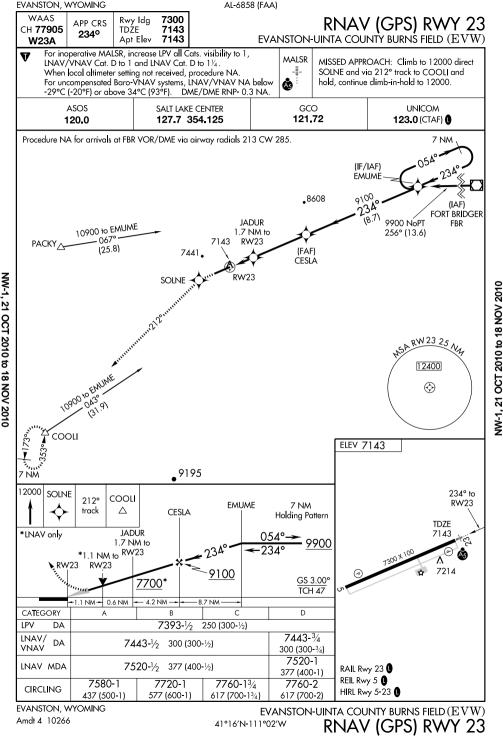
06-24 CLOSED winter months except for ski equipment acft. dirt/turf rwys not maintained. Rwy 06 +3' metal structure at thId

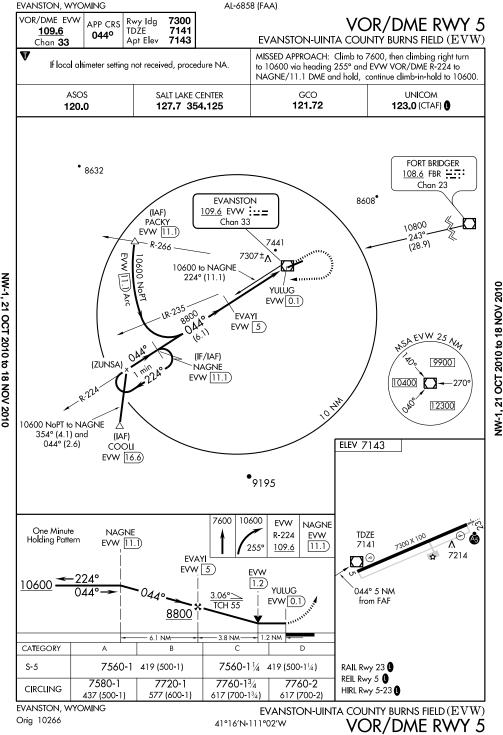
0.5% up SW IAP PM05 X80

58' left. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, and PAPI Rwy 04 and Rwy 22-CTAF. WEATHER DATA SOURCES: AWOS-2 118.8 (307) 782-3226. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (CASPER RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE CPR. (L) VORW/DME 108.6 FBR Chan 23 N41°22.71' W110°25.45' 028° 1.2 NM to fld. 7060/14E.









202 WYOMING

FUEL 100LL. JET A OX 2

(EVW)

3 W

S - 30

UTC-7(-6DT)

NOTAM FILE EVW

HIRI

UTC-7(-6DT) N41°23.60′ W110°24.37′

# COMMUNICATIONS: CTAF/UNICOM 123.0 SALT LAKE CENTER APP/DEP CON 127.7 GCO 121.72 (SALT LAKE CENTER CLNC) RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

(FBR)

**EVANSTON UINTA CO BURNS FLD** 

RWY 05-23: H7300X100 (ASPH-GRVD)

RWY 05: REIL. PAPI (P4L)—GA 3.0° TCH 45′.
RWY 23: MALSR. RAIL. PAPI(P4L)—GA 3.0° TCH 45′
AIRPORT REMARKS: Attended 1400–02002t. For svc after hrs call
1–800–789–2256. Wildlife on and in vicinity of arpt. ACTIVATE
HIRL RWV 05–23. MALSR RWV 23 and REIL RWV 05—CTAF. PAPI

Rwy 05 and Rwy 23 opr continuously. Ldg fee. WEATHER DATA SOURCES: ASOS 120.0 (307) 789-0585.

7143 B S2

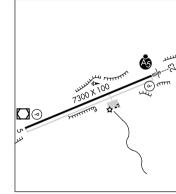
FORT BRIDGER

RADIO AIDS TO NAVIGATION: NOTAM FILE EVW.

EVANSTON (T) VORW/DME 109.6 EVW Chan 33 N41°16.35′
W111°02.81′ at fld. 7145/13E.

ILS/DME 108.9 I–EVW Chan 26 Rwy 23. Class IE.
GS unusable byd 5° rgt of course.

GS unusable byd 5° rgt of course.



SALT LAKE CITY

H-3E, L-9D, 11D

ΙΔΡ

N41°16.49' W111°02.08'

# RWY 04-22: H6402X80 (ASPH) S-12.5, D-20, 2D-20 MIRL 0.5% up: RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 22'.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 22'.
RWY 06-24: 3600X50 (TURF-DIRT)
RWY 06: Fence.
AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. For service after
hrs call 307-780-5815. Fuel avbl by 24 hr card service. Rwy

06–24 unmaintained. Numerous prairie dog holes, sage brush and depressions on sfc. Rwy 04–22 plowed winter months: Rwy

06-24 CLOSED winter months except for ski equipment acft.

4 N

B S4 FUEL 100LL NOTAM FILE CPR

dirt/turf rwys not maintained. Rwy 06 +3' metal structure at thid 58' left. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, and PAPI Rwy 04 and Rwy 22–CTAF.

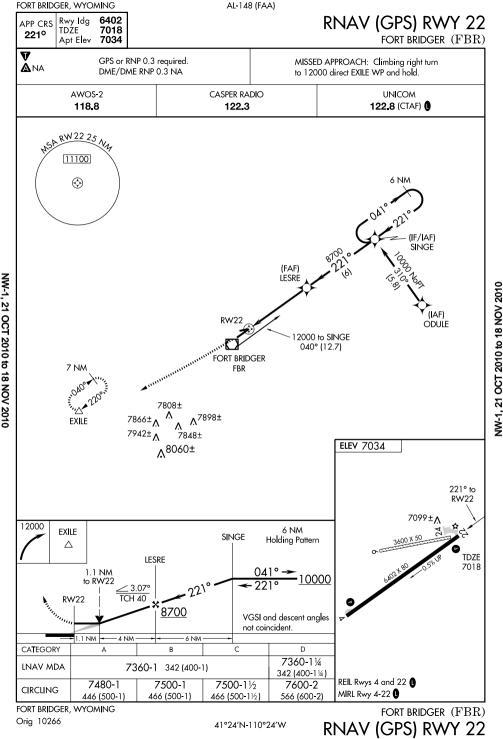
WEATHER DATA SOURCES: AWOS-2 118.8 (307) 782–3226.

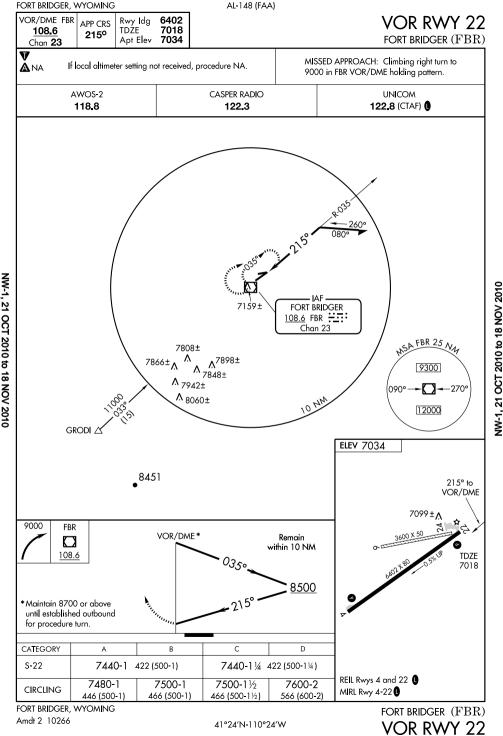
COMMUNICATIONS: CTAF/UNICOM 122.8

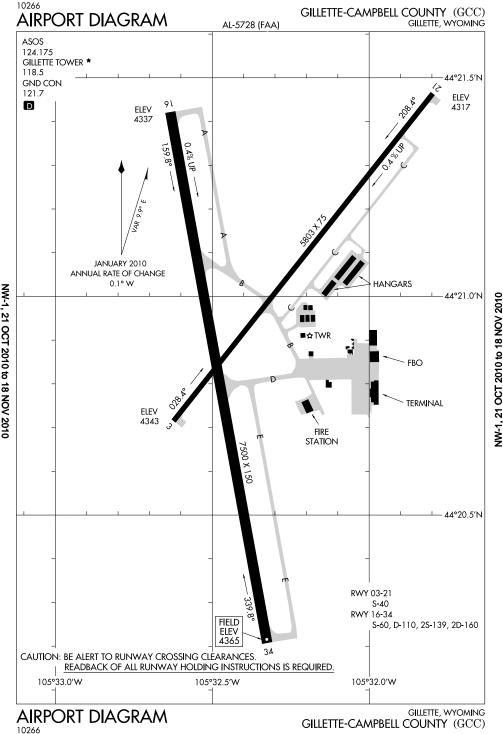
RCO 122.3 (CASPER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(L) VORW/DME 108.6 FBR Chan 23 N41°22.71′ W110°25.45′ 028° 1.2 NM to fld. 7060/14E.







### GILLETTE-CAMPBELL CO (GCC) 4 NW UTC-7(-6DT)

operations with more than 30 passenger seats call arpt manager 307-686-1042. Portions of Twy C not visible from twr. When twr

COMMUNICATIONS: CTAF 118.5

TOWER 118.5 (1300-0500Z±)

RWY 34: MALSR, PAPI(P4L)-GA 3.2° TCH 56', P-line. RWY 03-21: H5803X75 (CONC-GRVD)

RWY 16-34: H7500X150 (CONC-GRVD)

Class II. ARFF Index A

0.4% up SW RWY 03: REIL. PAPI(P4L)-GA 4.0° TCH 41'.

RWY 16: REIL. PAPI(P4L)-GA 3.17° TCH 43'. Road.

RWY 21: REIL. PAPI(P4L)-GA 4.0° TCH 39'. RUNWAY DECLARED DISTANCE INFORMATION RWY 03: TORA-5803 TODA-5803 ASDA-5803

RWY 16:

TORA-7500 TODA-7500 ASDA-7500

RWY 21: TORA-5803 TODA-5803 ASDA-5803

1/2 mile NE AER 21 during dalgt hours ctc twr. TPA-5165 (800) for

RWY 34: TORA-7500 TODA-7500 ASDA-7500 AIRPORT REMARKS: Attended 1300-0500Z‡. 24 hr self service credit card fuel avbl. Migratory waterfowl invof arpt. Mining/blasting ops

light acft, 5565(1200) for large acft. PPR unscheduled air carrier

UNICOM 122.95

FUEL 100LL, JET A OX 1, 2 TPA-See Remarks

NOTAM FILE GCC

LDA-5803 LDA-7500 LDA-5803 LDA-7500

S-60, D-110, 2S-139, 2D-160

at fld. 4334/12E.

N44°20.94′ W105°32.36′

HIRL

0.4% up SE

closed ACTIVATE HIRL Rwy 16-34, MIRL Rwy 03-21, MALSR Rwy 34, PAPI Rwy 03, Rwy 21, Rwy 16 and Rwy 34-CTAF. When twr closed sequence flashers Rwy 34 available on high setting only, REIL Rwy 03, Rwy 21 and Rwy 16 not available. WEATHER DATA SOURCE: ASOS 124.175 (307) 682-1745. SAWRS (1300-0500Z‡).

RCO 122.3 (CASPER RADIO) DENVER CENTER APP/DEP CON 135.6

AIRSPACE: CLASS D svc 1300-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE GCC.

(H) VORW/DME 114.6 GCC Chan 93

N44°20.87′ W105°32.61′

VOR unusable: 250°-275° byd 20 NM below 8000'

**GND CON 121.7** 

DME unusable:

160°-190° byd 25 NM below 10,300′

190°-265° byd 30 NM below 13,000' 190°-265° bvd 20 NM below 8000' 265°-330° bvd 22 NM below 10.500'

DERYK NDB (MHW) 380 GC N44°16.25′ W105°31.33′ 339° 4.7 NM to fld. Unmonitored 0500-1300Z±.

ILS/DME 110.1 Chan 38 GS unusable byd 8 NM. I-LLT Rwy 34. Class IT.

UTC-7(-6DT) N42°31.13' W105°01.15' (76V) 1 N 4665 NOTAM FILE CPR RWY 16-34: 4397X70 (DIRT-TURF)

CHEYENNE

CHEYFNNE

IAP. AD

H-1F, 2G, L-12F, 13E

RWY 16: Tree RWY 34: Road.

**GLENDO** 

**GREEN RIVER** 

THOMAS MEM

AIRPORT REMARKS: Unattended. CAUTION: occasional antelope on rwy. Ctc arpt manager 307-921-9623 prior to use

for surface condition. Rwy 16–34 first 500' SE end very rough and 1+' grass entire length of rwy. Rwy 16–34

muddy, slick and soft when wet, occasional gopher holes.

NOTAM FILE CPR

COMMUNICATIONS: CTAF 122.9

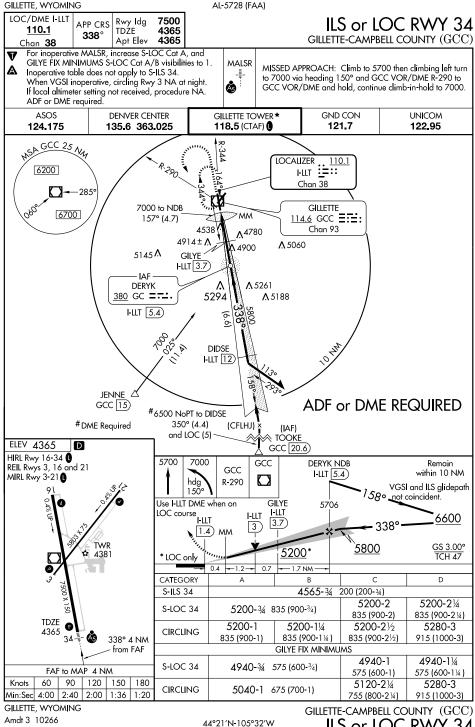
GTR GREEN RIVER INTERGALACTIC SPACEPORT (48U) 4 S UTC-7(-6DT) N41°27.48′ W109°29.42′

SALT LAKE CITY

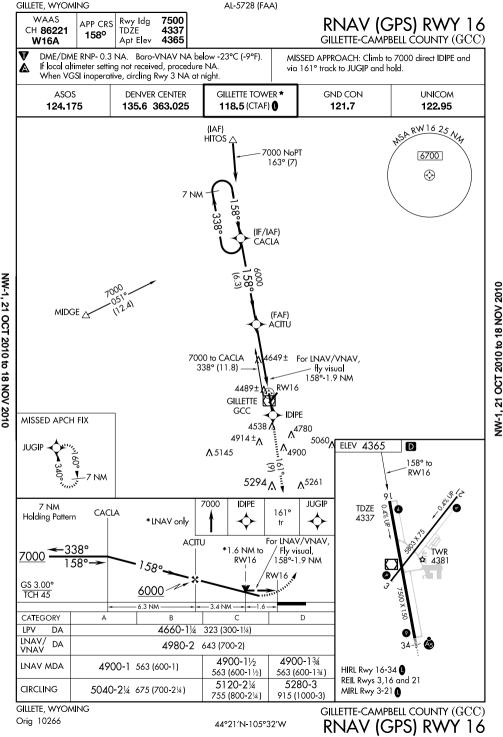
RWY 04-22: 5800X130 (DIRT)

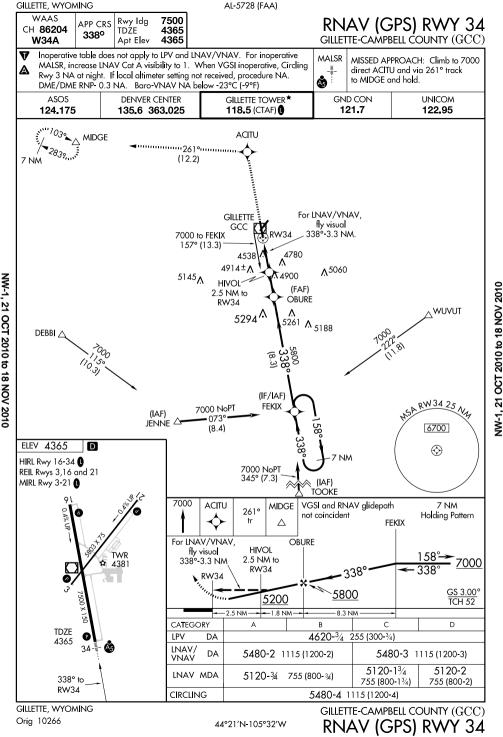
AIRPORT REMARKS: Unattended. Uncontrolled vehicle access. Rwy soft when wet. Deep ruts and tall grass full length of rwy. 3' berm near rwy edges entire length of rwy. Rwy 04-22 width may vary based on grading. Airport on top

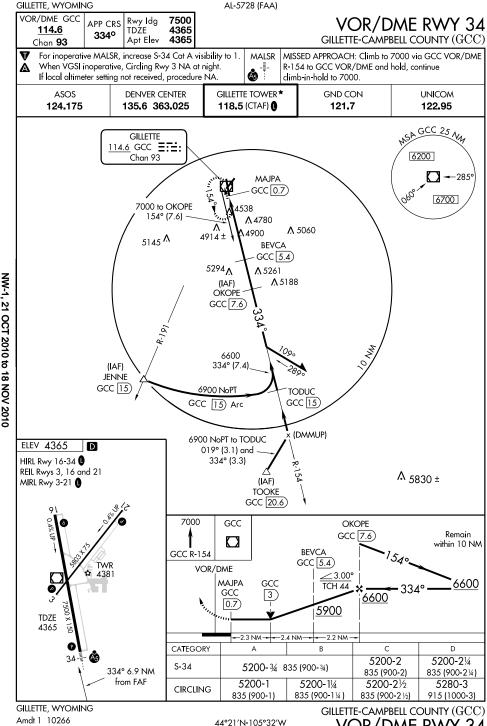
of mountain, land descends very steeply from rwy ends. No line of sight between rwy ends. No snow removal avbl. Debris, trash, animal carcasses often found on rwy. COMMUNICATIONS: CTAF 122 9



ILS or LOC RWY 34







FUEL 100LL, JET A OX 1

call 307-765-9214. Fuel 24 hr credit card service avbl. JET A

S-12.5 0.6% up W

### GREYBULL SOUTH BIG HORN CO (GEY)

side of terminal building. Antelope on and invof rwy. Terrain 1066' abv arpt elevation 4-5 miles N and NE of arpt. No location or directional signage on arpt. Rwy 15 VASI OTS indef. ACTIVATE

RWY 15-33: H6302X100 (ASPH-PFC)

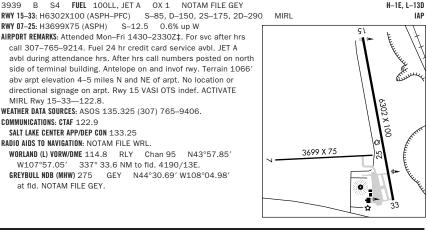
S4

RWY 07-25: H3699X75 (ASPH)

MIRL Rwy 15-33-122.8. WEATHER DATA SOURCES: ASOS 135.325 (307) 765-9406.

**COMMUNICATIONS: CTAF 122.9** SALT LAKE CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE WRL. WORLAND (L) VORW/DME 114.8 RLY Chan 95 W107°57.05' 337° 33.6 NM to fld. 4190/13E. GREYBULL NDB (MHW) 275 GEY N44°30.69′ W108°04.98′ at fld. NOTAM FILE GEY.



BILLINGS

BILLINGS

CHEYENNE

L-13D

# GTR GREEN RIVER INTERGALACTIC SPACEPORT

(7V6) (K7V6)

RWY 14-32: H5499X75 (ASPH-PFC) D-175

GREYBULL N44°30.69′ W108°04.98′.

NDB (MHW) 275 GEY

В S2

Rwy 32.

(See GREEN RIVER)

**GUERNSEY** 

shoulder. Fixed wing acft ground operations limited to rwy sfc

RWY 14: PAPI(P4L)—GA 3.3° TCH 38', Thid dspicd 193', RWY 32: PAPI(P4L)-GA 3.3° TCH 38'. Thid dspicd 247'. Rgt tfc. MILITARY SERVICE: FUEL J8 (Mil) (NC-100LL) JP8 avbl with prior coordination through PPR. Crews must act as their own svcg

at South Big Horn Co.

# CAMP GUERNSEY

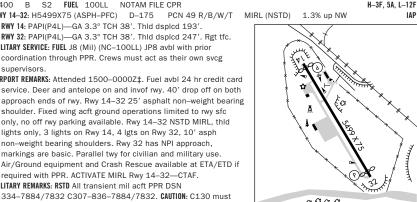
CIV/MIL 1 SE UTC-7(-6DT) FUEL 100LL NOTAM FILE CPR

PCN 49 R/B/W/T

NOTAM FILE GEY.

2 NW UTC-7(-6DT) N44°31.01′ W108°04.97′

NOTAM FILE GEY



N42°15.58' W104°43.70'

supervisors. AIRPORT REMARKS: Attended 1500-0000Z±. Fuel avbl 24 hr credit card service. Deer and antelope on and invof rwy. 40' drop off on both

only, no off rwy parking available. Rwy 14-32 NSTD MIRL, thld lights only, 3 lights on Rwy 14, 4 lgts on Rwy 32, 10' asph non-weight bearing shoulders. Rwy 32 has NPI approach, markings are basic. Parallel twy for civilian and military use. Air/Ground equipment and Crash Rescue available at ETA/ETD if

required with PPR, ACTIVATE MIRL Rwv 14-32-CTAF.

MILITARY REMARKS: RSTD All transient mil acft PPR DSN 334-7884/7832 C307-836-7884/7832. CAUTION: C130 must

use concrete turn around at each thid or center intersection.

Extensive helicopter and C130 operations year round. Extensive

military rotor wing and C130/C17 fixed wing operations year round. Acft weighing more than 12,500 lbs must

WEATHER DTA SOURCES: AWOS-3 118.925 (307) 836-7862. COMMUNICATIONS: CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 135.6 363.025

G G G G G

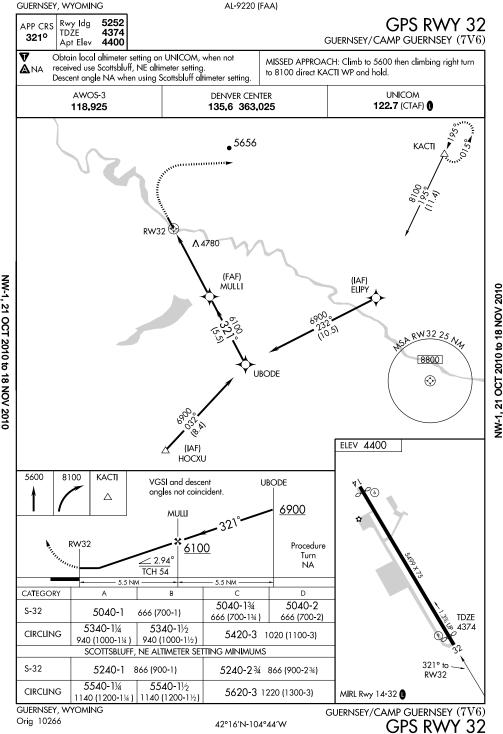
use concrete turnarounds at each thid int. IFC PAT Fixed wing 5900'. Rotary Wing, 5100'. Left tfc Rwy 14, rgt tfc

MISC Small arms range 1 NM south, R7001 A.B.C 6NM northwest, Aircrews must obtain apyl from Guernsev AAF advsy svc on 122.7/233.3 prior to entering R7001. ARNG No transient mil maintenance avbl.

RADIO AIDS TO NAVIGATION: NOTAM FILE DGW. HIPSHER (L) VORW/DME 108.6

IIP

Chan 23 N42°40.57′ W105°13.57′ 126° 33.4 NM to fld. 4906/12E. NDB (HW) 280 GYZ N42°14.40′ W104°42.86′ 321° 1.3 NM to fld. NOTAM FILE CPR. Unusable 110°-120° bvd 25 NM blo 6500': 195°-280° bvd 10 NM



### ARFF Index B avbl Jun 1 through Oct 31 and Apr 16 through May 30. ARFF avbl only during scheduled air carrier ops unless PPR. PPR for unscheduled air carrier ops with more than 30 passenger

RWY 19: MALS, PAPI(P4L)-GA 3.0° TCH 38'. RWY 01: MALS, PAPI(P4L)—GA 3.0° TCH 50', Road. AIRPORT REMARKS: Attended 1300-0500Z±. On call 24 hours phone 307-733-4767 or 307-739-1999. Class I. ARFF Index B. Only

(JAC)

RWY 01-19: H6300X150 (ASPH-PFC)

JACKSON HOLE

6451 R S4

> removal guaranteed during hours of nonattendance. Hang gliding ops 9 miles south of arpt near ski area and 9 miles south southwest of arpt along the ridge. Balloon ops invof arpt. W and

7 N UTC-7(-6DT) N43°36.44' W110°44.27'

S-75, D-200, 2S-175, 2D-380

FUEL 100, JET A OX 3 ARFF Index See Remarks.

For public health and safety flts, ctc arpt manager at 307-733-6474. When ATCT closed ACTIVATE HIRL Rwv 01-19. MALS Rwy 01-19, Twy Igts and wind tee-CTAF. WEATHER DATA SOURCES: AWOS-3 120.625 (307) 739-9108 (0400-1400Z‡). SAWRS (1400-0400Z‡) COMMUNICATIONS: CTAF 118 075 ATIS 120 625 **IINICOM** 122 95

RCO 122.05 (CASPER RADIO)

070°-090° bvd 20 NM

090°-110° byd 15 NM

seats call arpt manager 307-733-7682, PPR, Sage grouse on and in vicinity of arpt Apr-Oct, 35'-53' trees 700'-800' west of thld Rwv 01. Possible severe winter conditions from Nov-Apr check NOTAMS for arpt conditions, no arpt information nor snow

SW, May-Oct. Noise abatement procedures in effect for acft departures on Rwv 19. Contact airport management at

SALT LAKE CENTER APP/DEP CON 133.25 TOWER 118.075 (1400-0400Z±) GND CON 124 55 AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE JAC. (L) VORW/DME 115.4 JAC Chan 101 N43°37.26′ W110°43.90′

VOR/DME unusable:

020°-035° bvd 20 NM

035°-048° bvd 11 NM 048°-070° byd 5 NM blo 16,000' 048°-070° byd 10 NM

110°-130° bvd 20 NM 130°-135° bvd 15 NM ILS/DME 109.1 Chan 28 I-JAC

Rwy 19.

NOTAM FILE JAC

0.6% up N

HIRL

SALT LAKE CITY

H-3E. L-11D

IAP. AD

270°-335° bvd 10 NM 335°-350° bvd 15 NM.

307-733-7682. All stage 2 acft, regardless of weight, prohibited.

at fld. 6452/13E.

205°-220° bvd 20 NM blo 15.000'

270°-280° byd 8 NM blo 15,000'

135°-160° bvd 20 NM

160°-180° bvd 30 NM

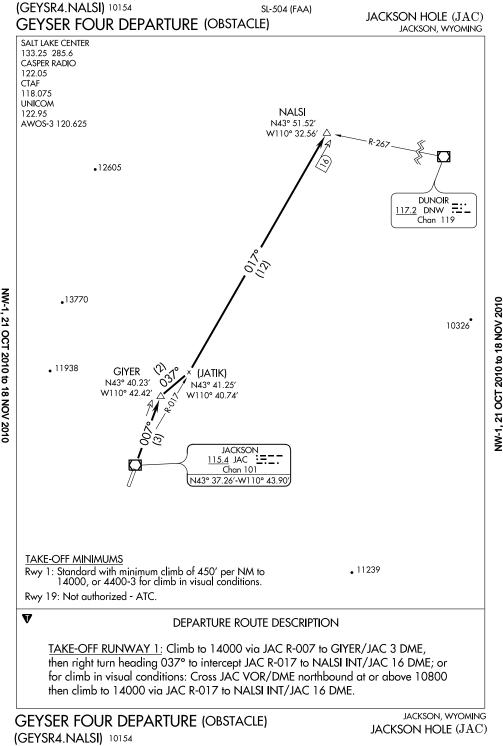
180°-205° byd 38 NM

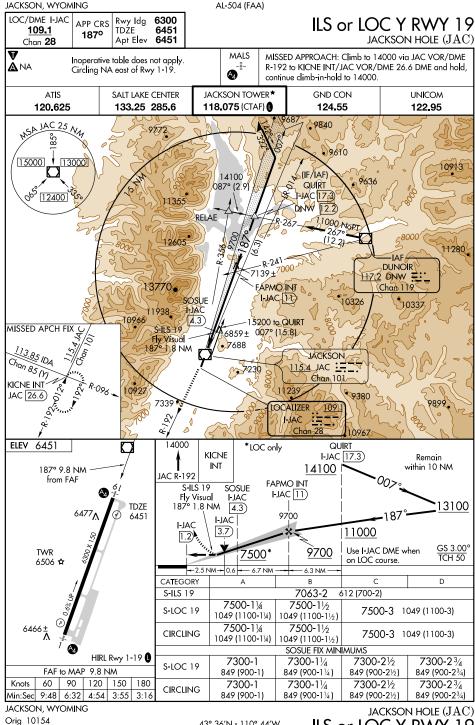
220°-270° bvd 10 NM

ILS unmonitored. Localizer unusable byd 15° right of course.

JOHNO N42°54.43′ W106°34.20′

NOTAM FILE CPR. CHEYENNE NDB (LOM) 375 CP 077° 4.7 NM to Casper/Natrona Co Intl.





ILS or LO

JACKSON, WYOMING Orig-A 22OCT09

NW-1, 21 OCT 2010 to 18 NOV 2010

JACKSON HOLE (JAC) 43° 36'N - 110° 44'W RNAV (RNP)

NOTE: Rwy 19, Bush 485 feet from DER, 513 feet right of centerline, 6428' MSL.



# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

TETON THREE DEPARTURE (OBSTACLE) (TETON3.KICNE) 10154

JACKSON, WYOMING
JACKSON HOLE (JAC)

KEMMERER MUNI (EMM) 2 NW UTC-7(-6DT) N41°49 44' W110°33 42' 7285 B FUEL 100LL, JET A NOTAM FILE CPR

S-18

RWY 34: REIL. PAPI(P2L). Fence. RWY 10-28: 3250X60 (TURF-DIRT) RWY 28. Road RWY 04-22: H2668X60 (CONC) S-9 MIRL

MIRI

RWY 22: VASI(V2L). Rgt tfc. AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z±. Fuel avbl 24 hrs

via self-serve credit card pump. CAUTION: Wildlife on and in vicinity of arpt. Rwy 10-28 CLOSED winter months. Acft over 33.000 pounds prohibited. Terrain drops off steeply 81' prior to apch end Rwy 04. Terrain drops off steeply 55' prior to apch end

RWY 16-34: H8208X75 (ASPH-PFC)

RWY 16: REIL. PAPI(P2L).

RWY 10. Fence

Rwy 10. Rwy 10-28 large rocks, depressions and mounds on rwy sfc. ACTIVATE MIRL Rwy 04-22 and Rwy 16-34, VASI Rwy 22. REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (307) 877-9838. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SALT LAKE CENTER APP/DEP CON 124.35 RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

FORT BRIDGER (L) VORW/DME 108.6 FBR Chan 23 N41°22.71' W110°25.45' 333° 27.4 NM to fld. 7060/14E.

RWY 03: PAPI(P2L)—GA 3.0°. Tree.

KLINT N43°00.85' W108°18.31'. NOTAM FILE RIW. NDB (LOM) 217 RI 280° 7.4 NM to Riverton Rgnl. Unmonitored.

AIRPORT REMARKS: Attended daylight hrs. For svs after hrs call

**LANDER** HUNT FLD (LND) 1 S UTC-7(-6DT) N42°48.91′ W108°43.79′

3.0°.

5586 **S4** FUEL 100LL, JET A NOTAM FILE LND R RWY 03-21: H5000X100 (ASPH-PFC) S-30 MIRL (NSTD)

307-332-3|34/5291 or 301-330-8668. Bird activity invof of arpt. For MIRL Rwv 03-21 kev 122.8 3 times. Right traffic permissible on Rwy 21 departure during heavy winds to avoid the mountains due to severe downdrafts. Rwv 03-21 NSTD MIRL thld

Igts Rwy 03 irregular spacing with 3 lgts on right and four lgts on left. ACTIVATE NSTD MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy

Residential Rodeo

Helipad H1: 40 X 40

21—CTAF WEATHER DATA SOURCES: ASOS 118.15 (307) 332-7707. COMMUNICATIONS: CTAF/UNICOM 122.8

> RADIO AIDS TO NAVIGATION: NOTAM FILE CPR BOYSEN RESERVOIR (H) VORW/DME 117.8

BOY Chan 125 N43°27 79' W108°17 98' 190° 43 2 NM to fld 7550/16E.

HELIPAD H1. H40X40 (ASPH-PEC

RWY 21: PAPI(P2L)-GA

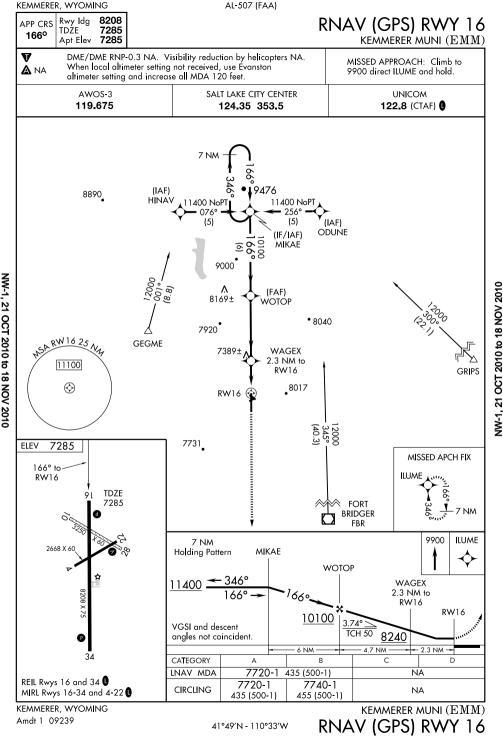
CHEYENNE CHEYENNE H-3E, L-11E

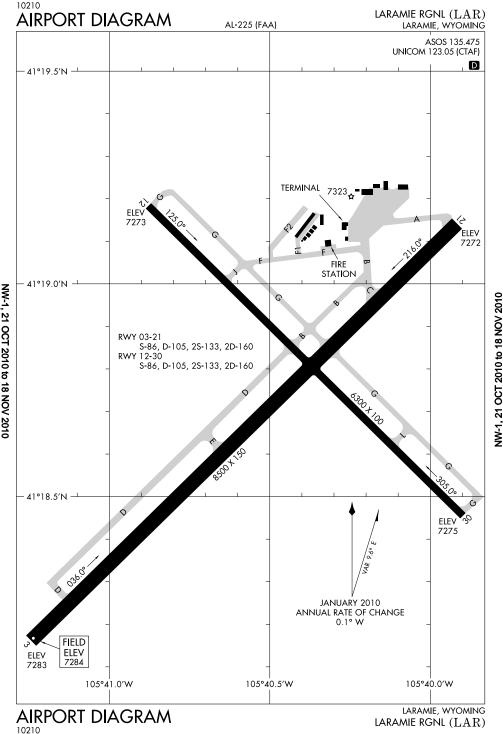
SALT LAKE CITY H-3E, L-11D

Rwy 4-22: 2668 X 60

Rwy 10-28: 3250 X 60

IAP





### LARAMIE RGNL (LAR) 3 W UTC-7(-6DT) N41°18.72′ W105°40.50′ B FUEL 100LL, JET A OX 2 TPA-8084(800) Class II, ARFF Index A NOTAM FILE LAR

RWY 03-21: H8500X150 (ASPH-PFC) S-86, D-105, 2S-133, 2D-160 MIRL RWY 03: REIL. PAPI(P4L)-GA 3.0° TCH 32'. RWY 21: REIL. VASI(V4L)-GA 3.0° TCH 53'.

RWY 12: REIL. PAPI(P4L)-GA 3.0° TCH 43'. RWY 30: ODALS. VASI(V4L)-GA 3.0° TCH 41'.

RWY 12-30: H6300X100 (ASPH-PFC)

MIRL

2D-160

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-8500 TODA-8500

ASDA-8500

RWY 12: TORA-6300 TODA-6300 ASDA-6300 LDA-6300 RWY 21: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 30: TORA-6300 TODA-6300 ASDA-6300 LDA-6300 AIRPORT REMARKS: Attended Sat 1300-0100Z‡, Sun-Fri

1300-0400Z‡. Afld sfc condition not monitored 0400-1300Z‡.

REIL Rwv 03, 12 and 21 and ODALS Rwv 30-CTAF. WEATHER DATA SOURCES: ASOS 135.475 (307) 742-6398.

LAR Chan 123 N41°20.27′ W105°43.26′

MIRL

S-86, D-105, 2S-133,

PPR for unscheduled air carrier ops with more than 30 passenger

LDA-8500

seats, call arpt manager 307-742-4164. ACTIVATE MIRL Rwys 03-21 and 12-30, PAPI Rwys 03 and 12, VASI Rwys 21 and 30,

113° 2.6 NM to fld. 7284/14E. 015°-140° byd 15 NM blo 9,000′

CHEYENNE

IAP, AD

H-3F, 5A, L-12F

160°-240° byd 27 NM blo 11,000' 240°-285° byd 27 NM blo 12,500'

RWY 10-28: H5058X75 (ASPH)

(L) VORTACW 117.6

VORTAC unusable:

COMMUNICATIONS: CTAF/UNICOM 123.05 RCO 122.6 (CASPER RADIO) DENVER CENTER APP/DEP CON 125.9 RADIO AIDS TO NAVIGATION: NOTAM FILE LAR.

LUSK MUNI

(LSK) 3 E FUEL 100LL

UTC-7(-6DT)

RWY 10: P-line. RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Unattended. For fuel call arpt manager 307-334-3622 or 307-340-0548. Unlimited vehicle access to

NOTAM FILE CPR

S-12.5

rwy. ACTIVATE MIRL Rwy 10-28-CTAF. PAPI Rwy 28 on continuously. WEATHER DATA SOURCES: AWOS-3 118.35 (307) 334-4028.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DGW. HIPSHER (L) VORW/DME 108.6 IIP Chan 23

N42°40.57' W105°13.57' 070° 36.6 NM to fld. 4906/12E.

N42°45.23' W104°24.27' CHEYENNE H-5A. L-12F 5058 X 75

MEDICINE BOW 2 SE UTC-7(-6DT) N41°53.00′ W106°10.85′ (8ØV)

CHEYENNE

NOTAM FILE CPR RWY 10-28: 3170X80 (TURF-DIRT) RWY 10: Fence. RWY 28: Fence.

RWY 06-24: 2680X50 (TURF-DIRT) RWY No. Fence

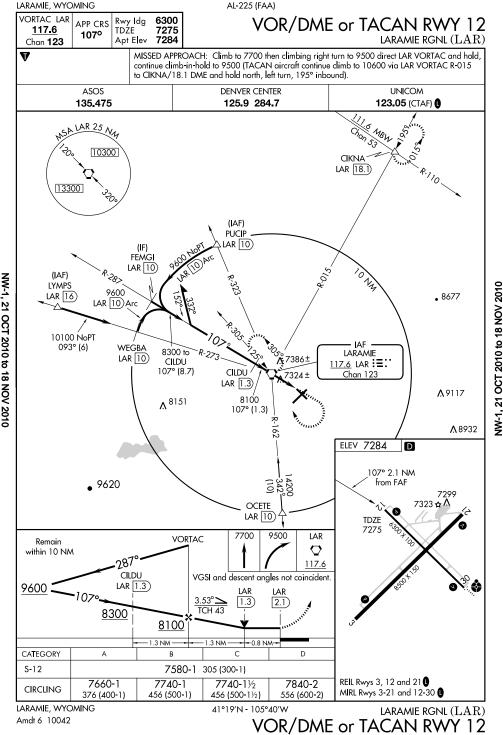
RWY 24: Fence. AIRPORT REMARKS: Unattended. CAUTION: Wildlife and livestock invof all rwys. Rwy 06-24 is no longer maintained. Rwy 06-24, -9 to 12 inch berms both sides of rwy. Rwy 10-28 graded. Gopher holes on rwy surfaces, rwys very

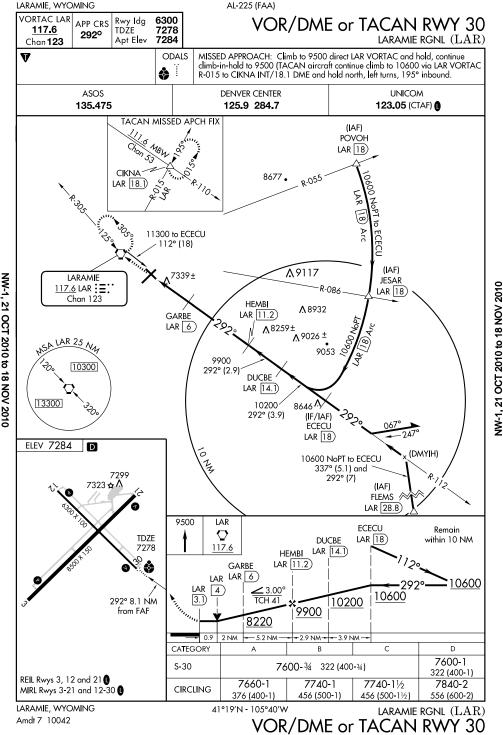
soft when wet. Rwy 10-28 rough and uneven. Rwy 10-28 has some gopher holes. Rwy 10-28 1' ditch south of rwy. Rwy 06-24 rough and uneven full length, numerous gopher and badger holes. Rwy 10-28 marked with

orange 3' x 2' cones. Thid markings skewed at angle to rwy. Rotating bcn OTS indef. COMMUNICATIONS: CTAF 122 9

LARAMIE, WYOMING AL-225 (FAA) WAAS 6300 Rwy Idg RNAV (GPS) RWY 12 APP CRS 7275 CH 70600 TDŹE 122° 7284 LARAMIÈ RGNL (LAR) Apt Elev W12A V DME/DME RNP -0.3 NA. MISSED APPROACH: Climb to 10700 direct FEKEP and via For uncompensated Baro-VNAV systems, LNAV/VNAV 035° track to POVOH and hold. NA below -29°C (-20°F) or above 34°C (93°F). ASOS **DENVER CENTER** UNICOM 125.9 284.7 123.05 (CTAF) 0 135,475 NSA RW 12 25 NZ 13300  $\bigcirc$ **PUCIP** 7 NM 11300 NoPT 9800 056° (4.6) 9800 235° (3.7) (IF/IAF (4) GODKE POVOH . 8677 **CUCAG** 8400 (IAF) 121° (2.7) LYMPS **JIBIN** (FAF) DUTCE ۸<sup>7386 ±</sup> 10700 to GODKE 304° (10.7) Λ9117 **∧**8151 **∧**8932 **FEKEP** 9026 ± A • 9053 • 9620 ELEV 7284 D 122° to RW12 10700 **FEKEP GODKE** 035° POVOH 7 NM 7299 7323 **☆ ∆** Holding Pattern track Δ JIBIN \*LNAV only **TDZE** DUTCE 7275 1210. \* 1.2 NM to **RW12** 8800 RW12 ₫ GS 3.00° 8400 TCH 43 6.7 NM-2.7 NM -2.2 NM CATEGORY Α D R LPV DA *75*25-1 250 (300-1) LNAV/ DA 7622-11/4 347 (400-11/4) VNAV LNAV MDA 7700-1 425 (500-1) 7700-1¼ 425 (500-1¼) REIL Rwys 3, 12 and 21 7700-11/4 7740-11/4 7740-11/2 7840-2 **CIRCLING** MIRL Rwys 3-21 and 12-30 456 (500-11/2) 416 (500-11/4) 456 (500-11/4) 556 (600-2) LARAMIE, WYOMING LARAMIE RGNL (LAR) Orig 10042 RNAV (GPS) RWY 12 41°19′N- 105°40′W

NW-1, 21 OCT 2010 to 18 NOV 2010





PINE BLUFFS MUNI (82V) 3 SW UTC-7(-6DT) N41°09,20' W104°07,81' 5152 B NOTAM FILE CPR

RWY 08-26: H5336X75 (ASPH) S-12.5 MIRL

RWY 08: REIL, PAPI(P2L)-GA 3.0° TCH 40'.

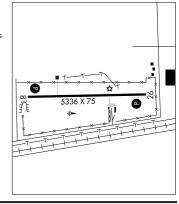
RWY 26: REIL, PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Unattended, ACTIVATE MIRL Rwv 08-26, PAPI Rwvs

08 and 26 REIL Rwys 08 and 26 and wind tee-CTAF. WEATHER DATA SOURCES: AWOS-3 132,425 (307) 245-3613.

COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE CYS.

CHEYENNE (H) VORTACW 113.1 CYS Chan 78 N41°12.66' W104°46.37' 084° 29.3 NM to fld. 6211/13E.



### **PINEDALE** RALPH WENZ FLD

(PNA) 5 SE UTC-7(-6DT) N42°47.84′ W109°48.66′ 7102 B S4 FUEL 100LL, JET A NOTAM FILE CPR RWY 11-29: H8900X100 (ASPH) S-45 MIRL 0.3% up W

RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 29: REIL. PAPI(P2L)-GA 3.0° TCH 42'. AIRPORT REMARKS: Attended Jun-Oct 1600-0100Z‡, Nov-May Mon-Fri

1600-0100Z±. No call out fee normal business hours Sat-Sun. For fuel after hrs call 307-413-7888. For svc after hours call 307-413-7888 or 307-367-2290. All helicopter tfc to come and

go via the taxiway. Flying over buildings adjacent to ramp is

prohibited. ACTIVATE MIRL Rwy 11-29, PAPI Rwys 11 and Rwy 29, and REIL Rwy 11 and Rwy 29-CTAF. Landing fee.

WEATHER DATA SOURCES: AWOS-3 118.325 (307) 367-6425.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PNA.

BIG PINEY (H) VORW/DME 116.5 BPI Chan 112 N42°34.77' W110°06.55' 029° 18.6 NM to fld. 6960/16E.

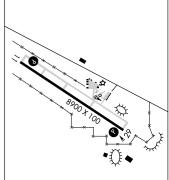
WENZ NDB (MHW) 392 PNA N42°47.83′ W109°48.21′ at fld. NOTAM FILE CPR.

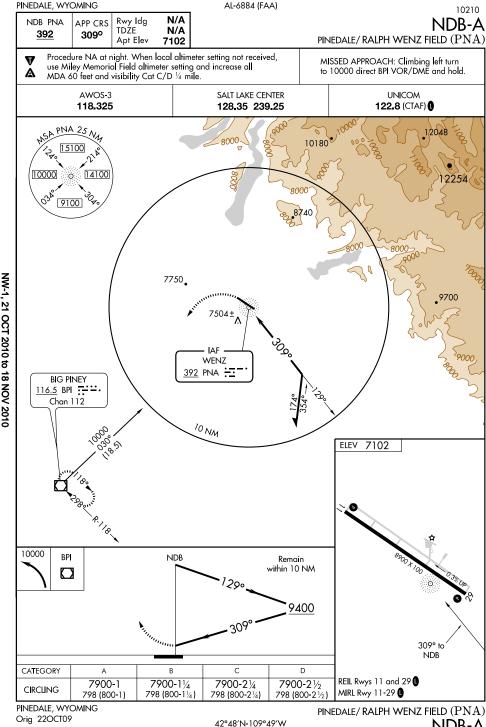
CHEYENNE

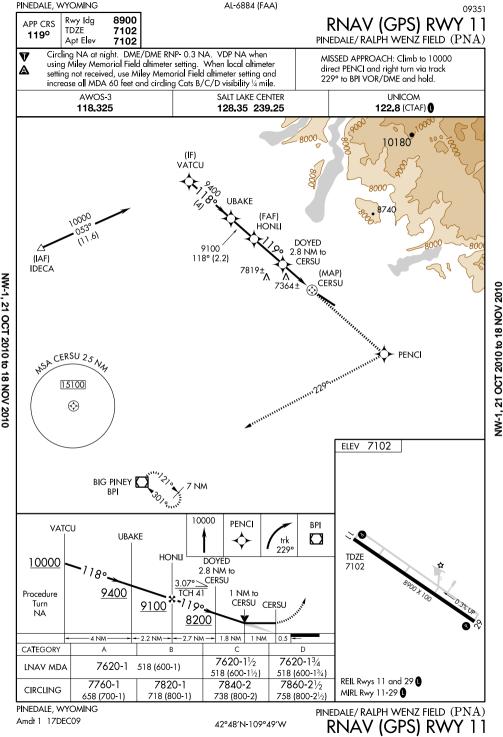
H-5A, L-12F

SALT LAKE CITY H-3E, L-11D

IAP







# POWELL MUNI (POY) 7 N UTC-7(-6DT) N44°52.03′ W108°47.61′

FUEL 100LL, JET A NOTAM FILE CPR

RWY 13-31: H6205X100 (ASPH) S-15 MIRL 1.6% up SE RWY 13: PAPI(P2L)-GA 3.0° TCH 38'. RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 36', Fence.

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z±. For svc after hrs.

13-31, REIL Rwy 31 and PAPI Rwy 13 and 31-CTAF. WEATHER DATA SOURCES: AWOS-3 119.275 (307) 754-7093.

RWY 03-21: 2176X100 (TURF-DIRT) 1.4% up SW RWY 03: Fence.

RWY 16-34: 2400X100 (TURF-DIRT) 1.9% up SE

5092 B S4

RWY 34: Fence.

emerg ctc police department 307-754-2212. ACTIVATE MIRL Rwy

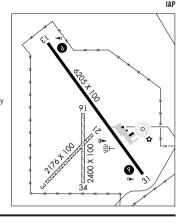
COMMUNICATIONS: CTAF/UNICOM 122.7 CODY RCO 122.3 (CASPER RADIO)

RAWLINS MUNI/HARVEY FLD

phone 307-254-0977. Fuel 24 hr credit card svc avbl. After hrs

RADIO AIDS TO NAVIGATION: NOTAM FILE COD. CODY (L) VORW/DME 111.8 COD Chan 55 N44°37.23′ W108°57.90' 012° 16.5 NM to fld. 4794/14E. NDB (MHW) 344 POY N44°52.01' W108°47.18' at fld. NOTAM FILE CPR. RALPH WENZ FLD (See PINEDALE)

(RWL)



BILLINGS

H-1E. L-13D

CHEYENNE

FUEL 100LL, JET A OX 1 NOTAM FILE RWL 6813 B S2 RWY 04-22: H7008X100 (ASPH-PEC) S-30 D-60 RWY 04: VASI(V2L)-GA 3.0° TCH 44'. Tank. Rgt tfc.

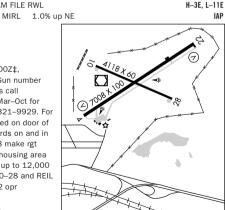
RWY 22: REIL. VASI(V2L)-GA 3.0° TCH 44', Ground. RWY 10-28: H4118X60 (ASPH) S-12

RWY 28: REIL. Rgt tfc. AIRPORT REMARKS: Attended Nov-Feb Mon-Sat 1430-0000Z±.

Mar-Dec 1430-0130Z±. Nov-Feb Mon-Sat on call Sun number posted at FBO. Nov-Feb Mon-Sat for svc other times call 307-324-2361 or number posted on door of FBO. Mar-Oct for svc other times call 307-324-2361/5264 or 307-321-9929. For

fuel after hours call 307-324-2361 or number posted on door of FBO. Rwy 10-28 large cracks with sluffing edges. Birds on and in vicinity of all rwys. Request all acft departing Rwy 28 make rgt turnout as soon as safety permits after tkf to avoid housing area and for noise abatement. Rwy 10-28 limited to acft up to 12,000 lbs gross weight. ACTIVATE MIRL Rwy 04-22, Rwy 10-28 and REIL

2 NE UTC-7(-6DT) N41°48.34' W107°12.00'



continuously. WEATHER DATA SOURCES: ASOS 118.525 (307) 328-0031.

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.2 (CASPER RADIO) DENVER CENTER APP/DEP CON 132.1

AIRSPACE: CLASS E svc 1300-0500Z± other times CLASS G.

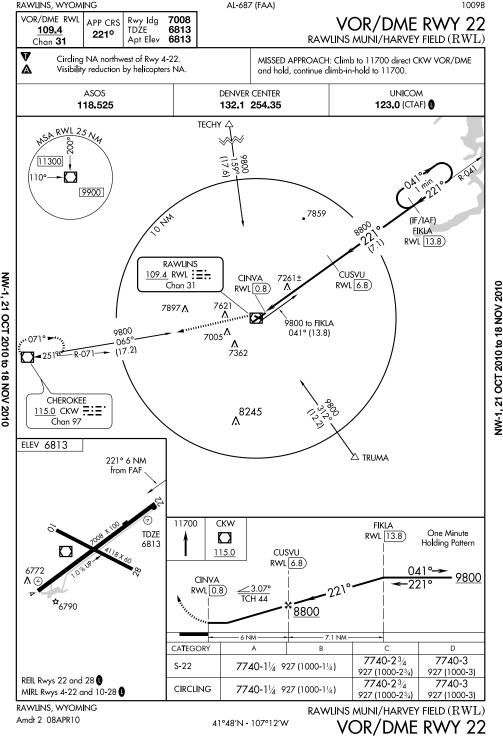
RADIO AIDS TO NAVIGATION: NOTAM FILE RWL.

Rwy 22 and Rwy 28-CTAF. VASI Rwy 04 and Rwy 22 opr

(T) VORW/DME 109.4 Chan 31 N41°48.29' W107°12.26' at fld. 6750/13E. RWL VOR portion unmonitored 0500-1300Z‡. DME portion unmonitored continuously. Unusable 245°-275° beyond 15 NM below 12 500'

RAWLINS, WYOMING AL-687 (FAA) 10098 WAAS 7008 RNAV (GPS) RWY 22 Rwy Ida APP CRS CH 93716 6813 TDŻE 221° RAWLINS MUNI/HARVEY FIELD (RWL) Apt Elev 6813 W22A Circling NA NW of Rwy 4-22. V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below MISSED APPROACH: Climb to 11700 direct EFWOV Α -28°C (-18°F) or above 35°C (95°F). and via track 254° to CKW VOR/DME and hold. DME/DME RNP- 0.3 NA. Procedure NA at night. continue climb-in-hold to 11700. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA. **ASOS DENVER CENTER** UNICOM 118,525 132 1 254 35 123.0 (CTAF) ( (IAF) 4 RW22 25 Ny MISSED APCH FIX ARFÉJ 7 NM 11300 **(** CHEROKEE CKW (IF/IAF) . 7859 8800 FİKLA ^<sup>7599±</sup> NW-1, 21 OCT 2010 to 18 NOV 2010 Procedure NA for arrivals at CKW VOR/DME via V6 westbound. 10100 (FAF) HESNU 055° 7261±, <sub>(30</sub>.31 CHEROKEE > CKW **∧** 7897 (IAF) CEXIT 7005 A **EFWOV** ELEV 6813 KLASH 11700 **EFWOV** 221° to CKW trk RW22 7 NM 254° **FIKLA** Holding Pattern **TDZE** 6813 VGSI and RNAV glidepath **HESNU** not coincident 10100 8800 RW22 8800 GS 3.00° TCH 53 6772 6 NM 7.1 NM CATEGORY D **☆**6790 LPV DA 7143-11/2 330 (400-11/4) LNAV/ DA 7711-4 898 (900-4) VNAV 7660-1 7660-11/2 7660-21/2 7660-23/4 LNAV MDA 847 (900-1) 847 (900-11/4) 847 (900-2 1/2) 847 (900-23/4) REIL Rwys 22 and 28 🗓 7660-1 7680-23/4 7660-1½ 7660-21/2 CIRCLING MIRL Rwys 4-22 and 10-28 847 (900-1) 847 (900-11/4) 847 (900-2 1/2) 867 (900-23/4) RAWLINS, WYOMING RAWLINS MUNI/HARVEY FIELD (RWL) Orig 08APR10

RNAV (GPS) RWY 22



FUEL 100LL, JET A OX 4 Class II, ARFF Index A

3 NW UTC-7(-6DT) N43°03.85' W108°27.59'

MIRI

### call 307-856-3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000' ASPH-GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307-856-7063/7980. General aviation acft not authorized on

PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs. WEATHER DATA SOURCES: ASOS 121.425 (307) 856-4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

I-RIW

RWY 10: REIL, PAPI(P4L)—GA 2.83° TCH 45', P-lines.

RWY 01: REIL, PAPI(P2L)—GA 2.75° TCH 40', P-line. RWY 19: REIL. PAPI(P2L)-GA 2.75° TCH 39'.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±. For svc after hrs

west ramp, ACTIVATE HIRL Rwv 10-28; MIRL and REIL Rwv

RWY 28: MALSR, VASI(V4L)—GA 3.0° TCH 50'. RWY 01-19: H4800X70 (ASPH-GRVD) S-30. D-50

(RIW)

RIVERTON RGNI

5528 B S4

1 4% down

0.3% up NF

IIS 110 5

SALT LAKE CENTER APP/DEP CON 133.25 RADIO AIDS TO NAVIGATION: NOTAM FILE RIW. (L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.

Class IE.

ROCK SPRINGS-SWEETWATER CO (RKS) 7 E UTC-7(-6DT) N41°35.65' W109°03.91'

FUEL 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A RWY 09-27: H10000X150 (ASPH-GRVD) S-55, D-110, 2S-140 RWY 09: ODALS, PAPI(P4L)—GA 3.0° TCH 50'. 0.4% up. RWY 27: MALSR, PAPI(P4R)—GA 3.0° TCH 50', 0.3% down. RWY 03-21: H5228X75 (ASPH-PFC) S-12. D-25

Rwv 28.

0.3% up NE RWY 03: REIL. PAPI(P2L)-GA 3.0° TCH 30'. RWY 21: REIL, PAPI(P2L)-GA 3.0° TCH 30'.

307-352-6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03-21, HIRL Rwy 09-27, ODALS Rwy 09, MALSR Rwy 27. REIL Rwy 03 and Rwy 21, and twy lgts-CTAF, PAPI Rwy 03.

more than 30 passenger seats 0400-1300Z‡, call arpt manager

Rwy 21, Rwy 09 and Rwy 27 opr continuously. WEATHER DATA SOURCES: ASOS 118.375 (307) 362-2541. SAWRS. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

RCO 122.6 (CASPER RADIO)

**ILS/DME** 109.3

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41'

W109°00.92' 263° 2.3 NM to fld. 6785/13E. VOR unusable

I-RKS

Chan 30 for coupled approaches blo 7,000' msl.

RWY 10-28: H8203X150 (ASPH-PFC) S-85, D-110, 2S-140, 2D-165 HIRI ΙΔΡ 01-19; REIL Rwy 10 and MALSR Rwy 28-CTAF. VASI Rwy 28 and

NOTAM FILE RIW

at fld. 5450/16E.

Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable

LOM KLINT NDB. ILS and LOM unmonitored.

CHEYENNE

H-3E. L-11E

NOTAM FILE RKS H-3E, L-11E IAP HIRI AIRPORT REMARKS: Attended 1200-0430Z‡. PPR for air carrier ops with

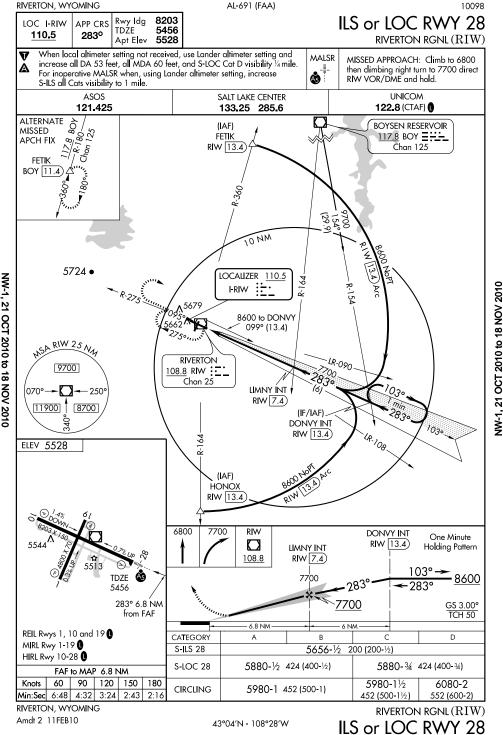
**SARATOGA** N41°26.70′ W106°49.93′. NOTAM FILE CPR. CHEYENNE

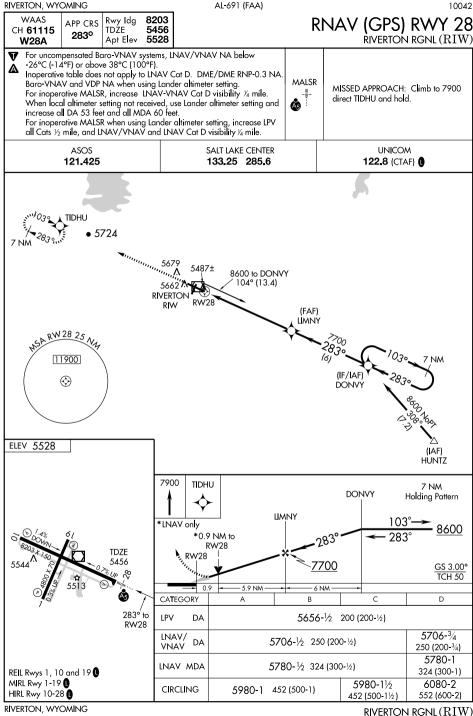
SALT LAKE CITY

NDR (MHW) 266 SAA at Shively Fld

186°-195° bvd 25 NM blo 14.000'. DME unusable 122°-127° bvd 25 NM blo 12.000'.

I-9F 11F



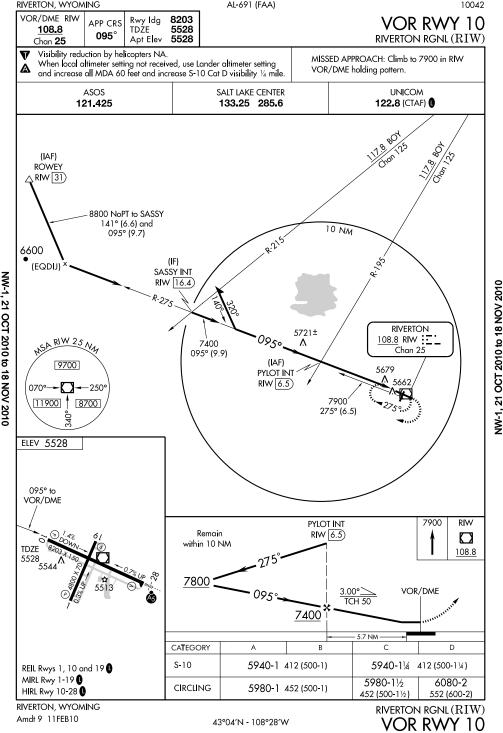


Orig 11FEB10

NW-1, 21 OCT 2010 to 18 NOV 2010

43°04'N - 108°28'W

RNAV (GPS) RWY 28



FUEL 100LL, JET A OX 4 Class II, ARFF Index A

3 NW UTC-7(-6DT) N43°03.85' W108°27.59'

MIRI

### call 307-856-3599. Multiple hot air balloons invof arpt during July. Rwy 28 first 1000' ASPH-GRVD. PPR for unscheduled acft ops with more than 30 passenger seats call arpt manager 307-856-7063/7980. General aviation acft not authorized on

PAPI Rwy 01, Rwy 10 and Rwy 19 opr 24 hrs. WEATHER DATA SOURCES: ASOS 121.425 (307) 856-4473.

COMMUNICATIONS: CTAF/UNICOM 122.8

I-RIW

RWY 10: REIL, PAPI(P4L)—GA 2.83° TCH 45', P-lines.

RWY 01: REIL, PAPI(P2L)—GA 2.75° TCH 40', P-line. RWY 19: REIL. PAPI(P2L)-GA 2.75° TCH 39'.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±. For svc after hrs

west ramp, ACTIVATE HIRL Rwv 10-28; MIRL and REIL Rwv

RWY 28: MALSR, VASI(V4L)—GA 3.0° TCH 50'. RWY 01-19: H4800X70 (ASPH-GRVD) S-30. D-50

(RIW)

RIVERTON RGNI

5528 B S4

1 4% down

0.3% up NF

IIS 110 5

SALT LAKE CENTER APP/DEP CON 133.25 RADIO AIDS TO NAVIGATION: NOTAM FILE RIW. (L) VORW/DME 108.8 RIW Chan 25 N43°03.95′ W108°27.33′ KLINT NDB (LOM) 217 RI N43°00.85′ W108°18.31′ 280° 7.4 NM to fld. Unmonitored.

Class IE.

ROCK SPRINGS-SWEETWATER CO (RKS) 7 E UTC-7(-6DT) N41°35.65' W109°03.91'

FUEL 100LL, JET A1+ OX 1, 2 Class I, ARFF Index A RWY 09-27: H10000X150 (ASPH-GRVD) S-55, D-110, 2S-140 RWY 09: ODALS, PAPI(P4L)—GA 3.0° TCH 50'. 0.4% up. RWY 27: MALSR, PAPI(P4R)—GA 3.0° TCH 50', 0.3% down. RWY 03-21: H5228X75 (ASPH-PFC) S-12. D-25

Rwv 28.

0.3% up NE RWY 03: REIL. PAPI(P2L)-GA 3.0° TCH 30'. RWY 21: REIL, PAPI(P2L)-GA 3.0° TCH 30'.

307-352-6880/6888. Terminal parking requires prior approval. Commercial landing fee for aircraft over 12,500 lbs. ACTIVATE MIRL Rwy 03-21, HIRL Rwy 09-27, ODALS Rwy 09, MALSR Rwy 27. REIL Rwy 03 and Rwy 21, and twy lgts-CTAF, PAPI Rwy 03.

more than 30 passenger seats 0400-1300Z‡, call arpt manager

Rwy 21, Rwy 09 and Rwy 27 opr continuously. WEATHER DATA SOURCES: ASOS 118.375 (307) 362-2541. SAWRS. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RKS.

RCO 122.6 (CASPER RADIO)

**ILS/DME** 109.3

(H) VORW/DME 116.0 OCS Chan 107 N41°35.41'

W109°00.92' 263° 2.3 NM to fld. 6785/13E. VOR unusable

I-RKS

Chan 30 for coupled approaches blo 7,000' msl.

RWY 10-28: H8203X150 (ASPH-PFC) S-85, D-110, 2S-140, 2D-165 HIRI ΙΔΡ 01-19; REIL Rwy 10 and MALSR Rwy 28-CTAF. VASI Rwy 28 and

NOTAM FILE RIW

at fld. 5450/16E.

Rwy 27. GS unusable byd 5° left of localizer course. ILS GS unusable

LOM KLINT NDB. ILS and LOM unmonitored.

CHEYENNE

H-3E. L-11E

NOTAM FILE RKS H-3E, L-11E IAP HIRI AIRPORT REMARKS: Attended 1200-0430Z‡. PPR for air carrier ops with

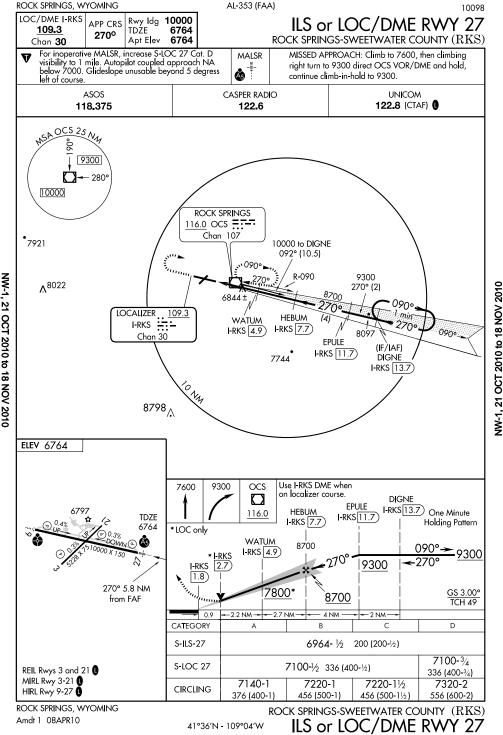
**SARATOGA** N41°26.70′ W106°49.93′. NOTAM FILE CPR. CHEYENNE

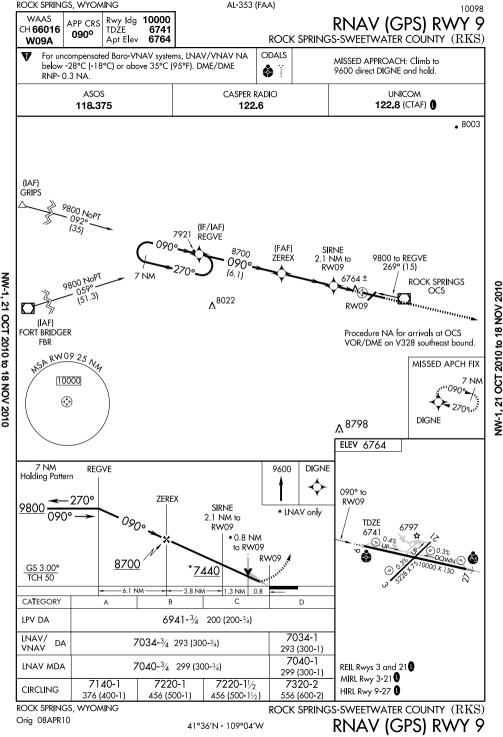
SALT LAKE CITY

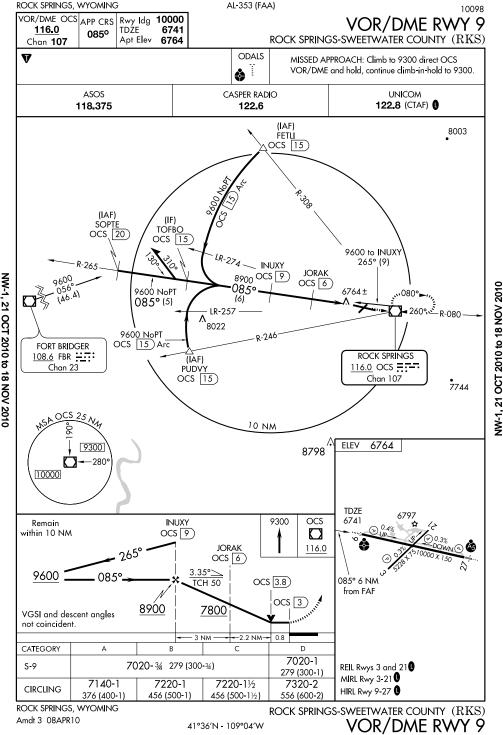
NDR (MHW) 266 SAA at Shively Fld

186°-195° bvd 25 NM blo 14.000'. DME unusable 122°-127° bvd 25 NM blo 12.000'.

I-9F 11F







# SARATOGA

SHIVELY FLD (SAA) 1 SW UTC-7(-6DT) N41°26.61' W106°49.65' 7015 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CPR

at fld

COMMUNICATIONS: CTAF/UNICOM 122.8 DENVER CENTER APP/DEP CON 132.1 RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RWY 05: 1.8% down.

RWY 23: REIL. PAPI(P2L)-GA 3.0° TCH 47'. 1.8% up. AIRPORT REMARKS: Attended Jun-Sep 1500-0000Z‡, Oct -May

Mon-Sat 1500-0000Z‡, After hrs svc avbl call 307-326-8693

fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05-23: REIL Rwy 23 and PAPI Rwy 23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.175 (307) 326-5387.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29' W107°12.26' 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′

RWY 05-23: H8801X100 (ASPH-PFC)

MIRL

H-3E, L-9E, 11E

CHEYENNE

IAP

Residential

Areo

1.7%

SHERIDAN CO (SHR) 2 SW UTC-7(-6DT) N44°46.15' W106°58.82' 4021 В S4 FUEL 100, JET A, A1 + OX 1, 2, 3 TPA-See Remarks Class I, ARFF Index A

BILLINGS H-1E, 2G, L-13D

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NOTAM FILE SHR RWY 14-32: H8300X100 (ASPH-PFC) S-60, D-75, 2S-95 RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51'. 0.5% down.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. 0.4% up. RWY 05-23: H5039X75 (ASPH-GRVD) S-36, D-50

up SW RWY 05: REIL, PAPI(P4L)-GA 3.0° TCH 35'.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530-1300Z±. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station

307-673-1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA-4821(800); for

Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05-23; HIRL Rwy 14-32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14,

PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (307) 672-5349. SAWRS

(1100-0600Z±).

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (CASPER RADIO) SALT LAKE CENTER APP/DEP CON 127-75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

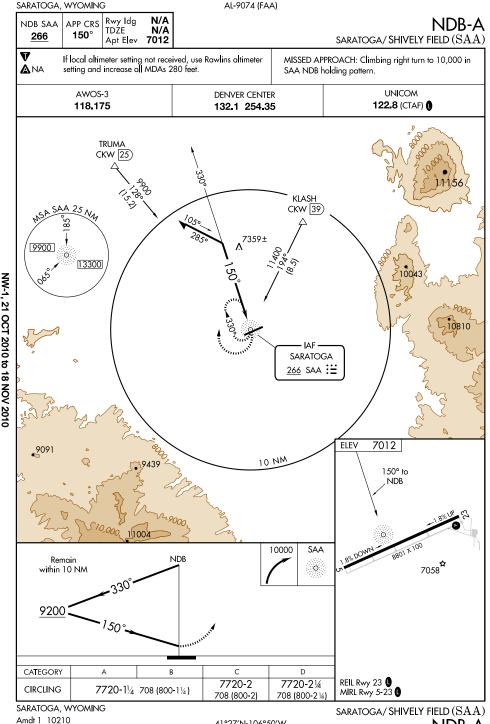
(L) VORTACW115.3 SHR

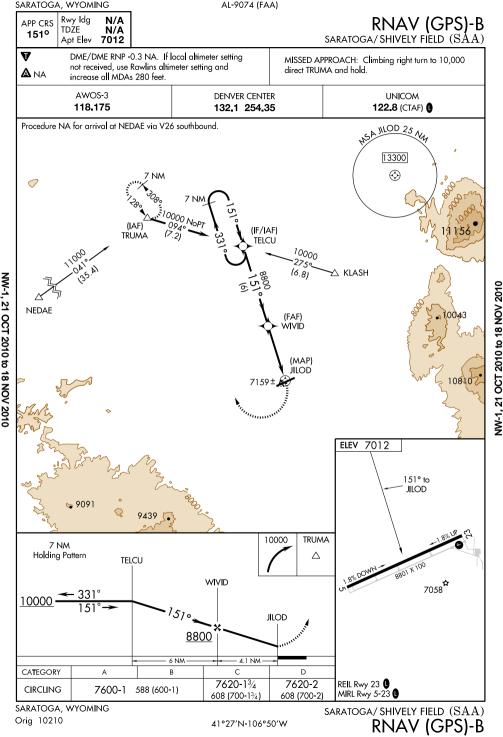
SHIVELY FLD

Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E.

(See SARATOGA)

VORTAC unusable 160°-200° bevond 30 NM below 14.700′ 200°-270° bevond 30 NM below 12.400′ ILS/DME 108.7 I-SHR Chan 24 Rwv 32.





# SARATOGA

SHIVELY FLD (SAA) 1 SW UTC-7(-6DT) N41°26.61' W106°49.65' 7015 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CPR

at fld

COMMUNICATIONS: CTAF/UNICOM 122.8 DENVER CENTER APP/DEP CON 132.1 RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

RWY 05: 1.8% down.

RWY 23: REIL. PAPI(P2L)-GA 3.0° TCH 47'. 1.8% up. AIRPORT REMARKS: Attended Jun-Sep 1500-0000Z‡, Oct -May

Mon-Sat 1500-0000Z‡, After hrs svc avbl call 307-326-8693

fee applied. Antelope may be on rwy. Wind shear over highway approach end of Rwy 23. Ramp fee charged if no fuel purchased. ACTIVATE MIRL Rwy 05-23: REIL Rwy 23 and PAPI Rwy 23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.175 (307) 326-5387.

RAWLINS (T) VORW/DME 109.4 RWL Chan 31 N41°48.29' W107°12.26' 129° 27.5 NM to fld. 6750/13E.

SARATOGA NDB (MHW) 266 SAA N41°26.70′ W106°49.93′

RWY 05-23: H8801X100 (ASPH-PFC)

MIRL

H-3E, L-9E, 11E

CHEYENNE

IAP

Residential

Areo

1.7%

SHERIDAN CO (SHR) 2 SW UTC-7(-6DT) N44°46.15' W106°58.82' 4021 В S4 FUEL 100, JET A, A1 + OX 1, 2, 3 TPA-See Remarks Class I, ARFF Index A

BILLINGS H-1E, 2G, L-13D

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NOTAM FILE SHR RWY 14-32: H8300X100 (ASPH-PFC) S-60, D-75, 2S-95 RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51'. 0.5% down.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. 0.4% up. RWY 05-23: H5039X75 (ASPH-GRVD) S-36, D-50

up SW RWY 05: REIL, PAPI(P4L)-GA 3.0° TCH 35'.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended dalgt hours. Afld sfc conditions not monitored 0530-1300Z±. PPR unscheduled air carrier operations with more than 30 passenger seats ctc ARFF station

307-673-1875. Glider activity on and in vicinity of arpt. Fixed wing acft restricted to rwys and twys only. TPA-4821(800); for

Turbo Prop and Jet 5521(1500). ACTIVATE MIRL Rwy 05-23; HIRL Rwy 14-32, MALSR Rwy 32, REIL Rwy 05, Rwy 23 and Rwy 14,

PAPI Rwy 14, Rwy 32, Rwy 05 and Rwy 23-CTAF. WEATHER DATA SOURCES: ASOS 135.175 (307) 672-5349. SAWRS

(1100-0600Z±).

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (CASPER RADIO) SALT LAKE CENTER APP/DEP CON 127-75

RADIO AIDS TO NAVIGATION: NOTAM FILE SHR.

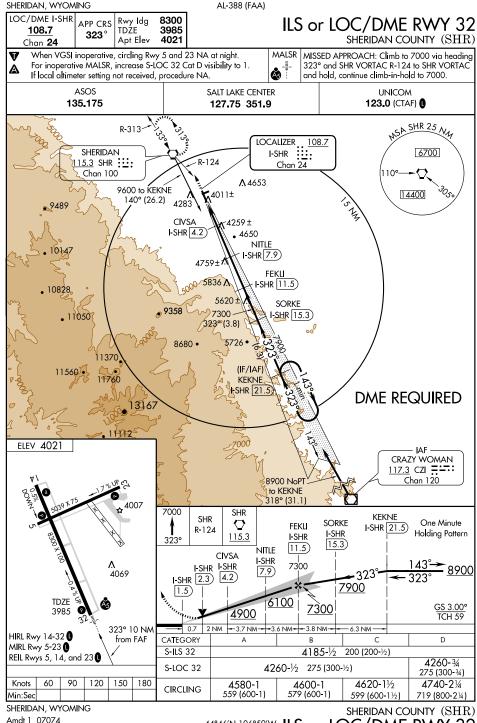
(L) VORTACW115.3 SHR

SHIVELY FLD

Chan 100 N44°50.54′ W107°03.67′ 129° 5.6 NM to fld. 4412/13E.

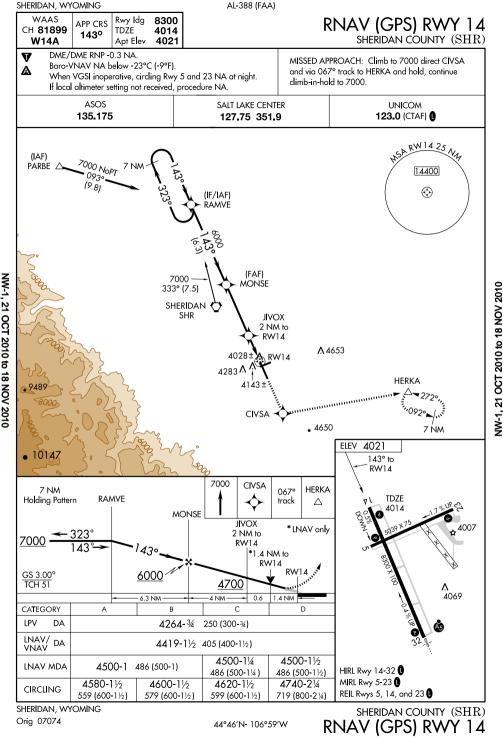
(See SARATOGA)

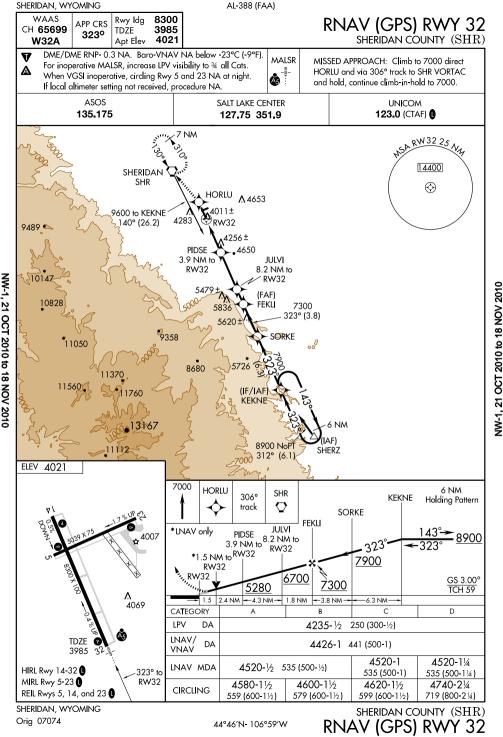
VORTAC unusable 160°-200° bevond 30 NM below 14.700′ 200°-270° bevond 30 NM below 12.400′ ILS/DME 108.7 I-SHR Chan 24 Rwv 32.



Ζ Υ-1,

21 OCT 2010 to 18 NOV 2010





RWY 26. Fence

1 N UTC-7(-6DT)

(THP)

N43°15.08' W108°07.29'

1 N UTC-7(-6DT)

N42°03.87' W104°09.16'

CHEYENNE

CHEYENNE

CHEYENNE

L-11E

### RWY 11-29: 2950X75 (DIRT) RWY 11: Fence

**COMMUNICATIONS: CTAF 122.9** 

NOTAM FILE CPR RWY 08-26: 4650X90 (DIRT) RWY NR. P\_lines

SHOSHONI MUNI (49U)

4817

AIRPORT REMARKS: Unattended. Antelope on arpt. Arpt has uncontrolled vehicle access. Rwy 08-26 no line of sight

between rwy ends. Rwy 08-26 and Rwy 11-29 numerous rocks on rwy surface, rwy soft when wet, Rwy 08-26 and Rwy 11-29 thids not marked.

SOUTH BIG HORN CO (See GREYBULL)

# **THERMOPOLIS**

HOT SPRINGS CO-THERMOPOLIS MUNI N43°39.50′ W108°12.79′

4592 B FIIFI 10011 NOTAM FILE CPR

RWY 01-19: H4800X100 (ASPH-PFC)

RWY 19: SAVASI(V2L)-GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended Nov-Apr 1500-0000Z±. May-Oct

1430-0030Z‡. For svc after hrs call 307-864-3385 or 307-921-1528. Closed all major holidays. Self-serve credit card fuel avbl 24 hrs. Due to terrain, ops at ngt not recommended.

Hills on each side of rwy, not obstruction lgtd. +204' hill on rwy

centerline extended. Ground drops off 50' at 15' from Rwy 01 thld and 15' at 30' from Rwv 19 thld. Rwv 01-19 is 118' higher on S end. Recommend Idg uphill Rwy 19; tkf downhill Rwy 01

depending on wind. +3' dip/trough 137' to 145' from Rwy 01 thld entire width of rwy. Extensive cracking and line of sight issues on entire rwy. ACTIVATE LIRL Rwy 01-19 and SAVASI Rwy 19-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

BOYSEN RESERVOIR (H) VORW/DME 117.8 BOY 125 N43°27.79' W108°17.98' 002° 12.3 NM to fld. 7550/16E.

THOMAS MEM (See GLENDO) TORRINGTON MUNI

В

RADIO AIDS TO NAVIGATION: NOTAM FILE CPR.

(TOR)

S4

2 E UTC-7(-6DT) FUEL 100LL, JET A

TPA-5207(1000) RWY 10-28: H5703X75 (ASPH)

S-33. D-45 RWY 10: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Hill.

RWY 02-20: H3001X60 (ASPH) RWY 02: Ground. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0000Z‡. Except national holidays.

For fuel after hours call 307-532-2941 or 307-532-7353. Deer and waterfowl on and invof arpt. Rwy 20, 7' drop off 60' L and R

COMMUNICATIONS: CTAF/UNICOM 122.8

NDB (MHW) 293

NOTAM FILE TOR

Rwy 10 thid dspicd 220' for ngt ops only. Reflectors along parallel twys only, others lighted. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28-CTAF. MIRL will only activate if beacon is operating during dark or overcast periods. WEATHER DATA SOURCES: ASOS 118.375 (307) 532-8958.

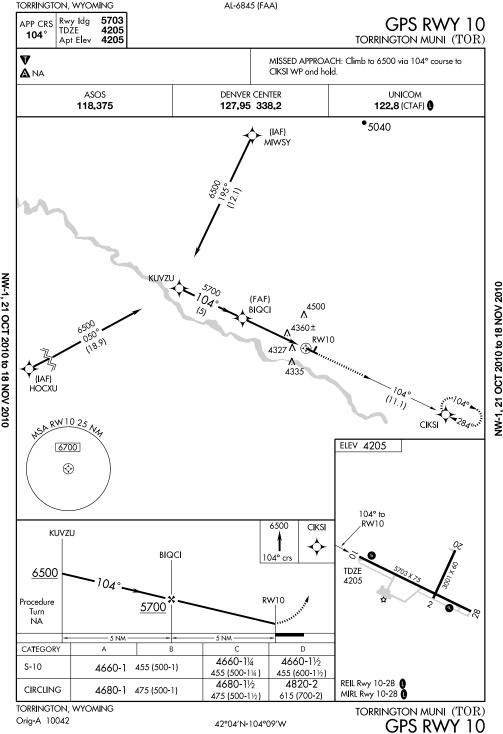
of centerline at thid, Rwy 10, 7' drop 100' from thid and 75' R.

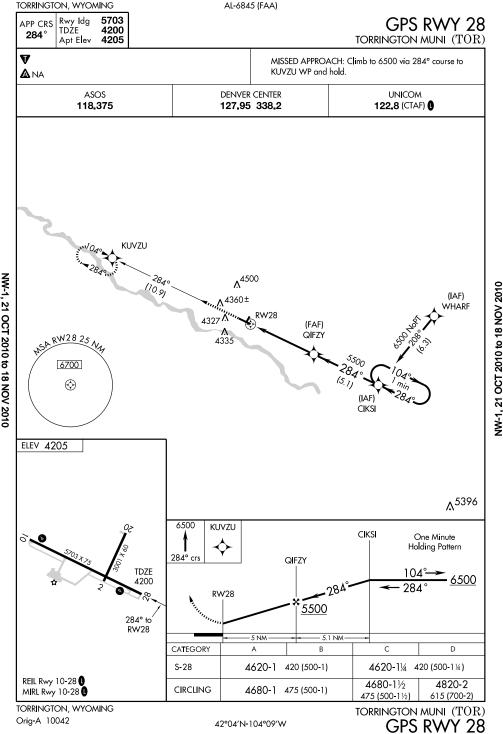
(R) DENVER APP/DEP CON 127.95 RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65'

W103°28.92' 276° 31.8 NM to fld. 4170/13E. TOR N42°03.95′ W104°09.20′ at fld.

H-5A, L-12F NOTAM FILE TOR





CHEYENNE

SALT LAKE CITY

L-11D

CHEYENNE

H-3F. 5A. L-12F

# WYOMING

UTC-7(-6DT) N44°05.43′ W104°38.45′

4290 B NOTAM FILE CPR RWY 13-31: 3710X80 (DIRT-GRVL) RWY 13: REIL. SAVASI(S2L)-GA 3.0° TCH 25'.

UPTON MUNI

of sight from rwy ends. +3' berms along rwy edges. Base of rwy lights are surrounded by reflector cones. Rwy 13-31 MIRL OTS indef. Rwy 13 and Rwy 31 REIL OTS indef. Rwy 13 and Rwy 31 VASI OTS indef. Rotating bcn

(83V) 1 SW

AIRPORT REMARKS: Unattended. For arpt attendant call 307-468-2441. Wildlife on and invof arpt. Ctc arpt manager for rwy conditions prior to winter ops phone 307-468-2441. No regular snow removal. Rwy 13-31 marginal line

OTS indef. Radio controlled airplane activity within rwy environment. COMMUNICATIONS: CTAF/UNICOM 122.8.

WENZ N42°47.83′ W109°48.21′. NOTAM FILE CPR. NDB (MHW) 392 PNA at Ralph Wenz Fld.

WHEATLAND

PHIFER AIRFIELD

4776 B NOTAM FILE CPR

> RWY 08: PAPI(P2L)-GA 3.15° TCH 31'. Tree. RWY 26: PAPI(P2L)-GA 3.0° TCH 26'.

RWY 08-26: H5899X75 (ASPH)

26 opr continuously. COMMUNICATIONS: CTAF 122.9

R DENVER CENTER APP/DEP CON 135.6 RADIO AIDS TO NAVIGATION: NOTAM FILE DGW. HIPSHER (L) VORW/DME 108.6

(EAN) 1 E UTC-7(-6DT) N42°03.33' W104°55.72'

S-15

IIP

W105°13.57' 148° 39.5 NM to fld. 4906/12E.

Chan 23

MIRL (NSTD)

AIRPORT REMARKS: Unattended, Marginal line of sight Rwy 26 thid to

area 3000' W. Rwy 08-26 NSTD MIRL only three Igts per set of

thid lgts. ACTIVATE MIRL Rwy 08-26-CTAF. PAPI Rwy 08 and Rwy

RWY 31: REIL. SAVASI(S2L)-GA 3.0° TCH 25'.

03 ☆ 5899 X 75 Grounds Residential

WORLAND MUNI (WRL) 3 S UTC-7(-6DT) N43°57.94' W107°57.05' S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE WRL

RWY 16-34: H7005X100 (ASPH-PFC) S-50, D-70 MIRL 0.9% up S RWY 16: REIL. PAPI(P4L)-GA 3.0° TCH 44'.

RWY 34: REIL. PAPI(P4L)-GA 3.0° TCH 40'. RWY 10-28: 2501X60 (TURF) 1.5% up SE RWY 04-22: 2241X60 (TURF) 0.4% up NE AIRPORT REMARKS: Attended 1300-2330Z‡. Rwy 04-22 and Rwy 10-28 CLOSED Oct 30-Mar 30 yearly, CLOSED to air carrier operations with more than 30 passenger seats. Wind permitting land Rwy 16. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34

CHEYENNE H-1E, L-11E €3 €3 91

and PAPI Rwy 34-CTAF. PAPI Rwy 16 opr continuously. WEATHER DATA SOURCES: ASOS 135.475 (307) 347-4217. COMMUNICATIONS: CTAF/UNICOM 123 05 RCO 122.4 (CASPER RADIO) (R) SALT LAKE CENTER APP/DEP CON 133.25 AIRSPACE: CLASS E svc 1330-0530Z± other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE WRL. (L) VORW/DME 114.8 RLY Chan 95 N43°57.85'

W107°57.05' at fld. 4190/13E.

YELLOWSTONE RGNL (See CODY)

